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OF THE

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FOR THE

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BIENNIAL REPORT

OF THE

ADJUTANT GENERAL

TO THE

GOVERNOR OF THE STATE OF MINNESOTA

FOR THE

TWO YEARS ENDING JULY 31, 1896.

HERMANN MUEHLBERG,

ADJUTANT GENERAL.

ST. PAUL:
THE PIONEER PRESS COMPANY,
STATE PRINTERS,
1896.

HEADQUARTERS NATIONAL GUARD, STATE OF MINNESOTA,
ADJUTANT GENERAL'S OFFICE,
ST. PAUL, July 31, 1896. }

To His Excellency, D. M. Clough, Governor and Commander-in-Chief.

SIR: I have the honor to respectfully submit the biennial report of this department for the period commencing Aug. 1, 1894, and ending July 31, 1896.

HERMANN MUEHLBERG,
Adjutant General.

BIENNIAL REPORT

OF THE

ADJUTANT GENERAL.

ORGANIZATION.

The national guard of Minnesota consists of one brigade, divided into three regiments of infantry and one battalion of artillery.

The brigade is commanded by Brig. Gen. W. B. Bend; headquarters at St. Paul.

The first infantry, commanded by Col. C. McC. Reeve, headquarters at Minneapolis, consists of ten companies, four of which are stationed at Minneapolis, four at St. Paul, one at Red Wing, and one at Stillwater.

The Second Infantry, commanded by Col. Jos. Bobleter, headquarters at St. Paul, consists of ten companies, stationed at New Ulm, Faribault, Winona, Fairmont, Hastings, Spring Valley, Austin, Luverne, Albert Lea and Waseca.

The Third Infantry, commanded by Col. J. C. Shandrew, headquarters at St. Paul, consists of eight companies, four of which are stationed at Duluth, one at Anoka, one at Zumbrota, one at Fergus Falls, and one at Merriam Park.

The battalion of artillery, commanded by Maj. E. D. Libbey, headquarters at St. Paul, consists of two batteries. Battery A is stationed at St. Paul and Battery B at Minneapolis.

The aggregate strength of the national guard is as follows:

Commander-in-chief and staff.....	30
Brigade commander and staff.....	7
First Regiment Infantry.....	697
Second Regiment Infantry.....	686
Third Regiment Infantry.....	365
First Battalion Artillery.....	135
Medical corps.....	14

Grand total.....	2,134
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CHANGES IN THE GUARD.

A well instructed and well equipped medical corps is given the greatest prominence in all armies of the present day, and also in the national guard of the most progressive states. Appreciating

the importance of such precedent, a medical corps was organized under act of the legislature, approved March 21, 1895. I respectfully call your attention to the report of the officer commanding said corps.

Company H, Second Infantry, stationed at Hastings, was mustered into the service Aug. 4, 1894.

Company I, Second Infantry, stationed at Albert Lea, was mustered into the service Jan. 30, 1895.

Company F, Second Infantry, stationed at Mankato, was mustered out March 12, 1895.

Company E, Third Infantry, stationed at Merriam Park, was mustered into the service April 10, 1895.

Company E, Third Infantry, stationed at Spring Valley, was transferred to Second Infantry, March 22, 1895. This company is now known as Company F, Second Infantry.

TENTS AND ARMS.

The following is a statement of tents on hand:

Wall tents.....	215
Hospital tents.....	6
Conical tents.....	1
Total.....	222

During the past two years I have drawn from the Secretary of War 160 new Springfield rifles, and have had 200 old rifles repaired at the Springfield armory.

While the rifles now in use would be effective in an emergency, it is hoped that the general government will do something that will permit the ordnance department of the United States army to make exchanges for our old rifles and issue new Springfield rifles. There are in the arsenals of the United States about 240,000 stands of the breech-loading, forty-five caliber Springfield rifles, which are new and have never been in use. These guns for the service of the guard would be much of an improvement upon the arms with which they are now equipped.

I am not now ready to favor arming the national guard of this state with the new magazine rifle (Krag-Jorgenson), preferring to wait, believing that the interest of the state will best be served by such a course.

Battery B, First Battalion of Artillery, has been supplied with a ten-barrel (caliber 45) Gatling gun. This gun gives general satisfaction, and a demand for another gun of this kind is strongly urged.

CLOTHING.

In conformity with an act passed by the last legislature, approved March 2, 1895, the guard has been supplied with service uniforms, overcoats, blankets, and such other equipage as was necessary, to the amount appropriated for that purpose.

The contract for the supply of uniforms was awarded, during the year 1896, to Henderson-Ames Co. of Kalamazoo, Mich., at the following prices:

Blouse	\$5.50
Trousers	3.50
Cap	1.00
Overcoat	8.00
Campaign hat.....	.95
Leggings .....	.55
Gloves (per dozen).....	1.80

ENCAMPMENTS.

The annual encampments of the national guard in 1895 and 1896 were remarkably successful in every respect, especially that of 1896, which, I believe, was the most successful ever held by the organization, in point of thorough work, discipline, attention to duty, and practical results. Improvement over previous encampments was shown in many instances. I deem it unnecessary to enter into any comment upon the work, except to say, that, as far as I was able to observe, the encampments were in every way satisfactory.

RIFLE PRACTICE.

The work of this important branch of the service has been earnestly and efficiently prosecuted, under the direction of Capt. O. E. Lee, brigade inspector of small arms practice; for interesting details of which, attention is called to the report of that officer.

The great obstacle to progress in the important matter of the proper instruction of our troops in rifle-firing has been, and still is, the lack of suitable range facilities at the company stations. That our service is so well advanced in this essential feature of a soldier's education is due to the self-sacrificing interest and labor of the officers and men of the companies, inspired and encouraged by the energy, enthusiasm, and intelligent work of the regimental inspectors of small arms practice.

INSPECTION.

By direction of the Secretary of War, First Lieut. Alfred B. Johnson, Seventh Infantry, United States Army, reported to these headquarters for duty as inspecting officer. The selection of Lieu-

tenant Johnson for this duty has proven to be a most fortunate one for the national guard. His assistance, practical experience, and advice have been of great value to the troops. He has won and retains the respect and warm personal regard of the officers and men of the entire organization.

The inspections of 1895 and 1896 were conducted by Lieutenant Johnson, the results of which more fully appear in the report of that officer, to which I respectfully call your attention.

At these inspections an effort was made to verify the property returns of the different commands by making a thorough inventory of all property "on hand and to be accounted for," and the work of comparing and correcting property returns having been completed, this department is now for the first time thoroughly posted upon the subject.

CAMP GROUNDS.

By an act of the legislature, approved March 5, 1895, \$5,000 were appropriated for the improvement of the rifle range and the construction of necessary buildings on the state camp grounds at Lake City, in Wabasha county. This appropriation has been expended for the following:

One headquarters building, one messhouse, three large stables, one ammunition house, five sinks, removing the three old mess-houses from the old camping ground to the new one, located near the shores of Lake Pepin, enlarging and rip-rapping the trench at the rifle range, grading, and various other improvements. The range as now constructed will stimulate an interest in the small arms practice that will result in the firing of a larger percentage of the strength and a marked improvement in the scores of all the companies.

ACTIVE SERVICE.

On the evening of the twenty-fifth day of June, 1896, a telegram, directed to the governor of the State of Minnesota, arrived at the capitol, stating that Joseph Rogers, the sheriff of McLeod county, had been killed by two tramps, and that the murderers had been arrested and placed in jail at Glencoe. It was feared that the jail would be stormed, and the prisoners taken therefrom and executed by a mob. The telegram further contained a request for military protection of the jail and prisoners.

The above request was made by F. H. Sandman, sheriff, T. M. Paine, the mayor of Glencoe, and F. R. Allen, county attorney.

Capt. Ed. S. Bean of Company D. First Infantry, was at once ordered to proceed with his command to Glencoe and report to the sheriff. The following is a copy of the gallant captain's report to the adjutant general:

St. Paul, Minn., June 27, 1896.

Sir: I have the honor to report, that, pursuant to orders received from Gov. D. M. Clough, through Tams Bixby, private secretary, at 10 o'clock p. m., on Thursday, June 25th, my command, consisting of forty-seven men, rank and file, departed for Glencoe, Minn., at 10:30 p. m. on same date, arriving at that point at 12:05 a. m. of Friday, the 26th inst., and reported to the sheriff of McLeod for orders.

Upon our arrival we found a large crowd surrounding the jail, but after talking with some of the most turbulent of the crowd, they were induced to leave, after which the crowd dispersed, so that within two hours of arrival, every person not having business had departed.

At 9:00 a. m. the prisoners were arraigned for preliminary examination (which was public), after which, at 10:14 a. m., we returned to station, bringing the prisoners to the Ramsey county jail for safekeeping.

In conclusion, I desire to say that I think the presence of the troops had a very salutary effect on the crowd.

I am, very respectfully, your obedient servant,

ED. S. BEAN,

Captain Commanding Company D,

First Regiment, National Guard, State of Minnesota.

The adjutant general, State of Minnesota.

In compliance with general orders, the following medals have been issued:

FAITHFUL SERVICE MEDALS.

BRONZE.

Musician Peter G. Brahy.
Maj. H. C. Braden.
First Lieut. W. G. Brown.
Capt. Jens Billington.
Sergt. Geo. W. Baker.
Col. A. E. Chantler.
Private E. S. Chittenden
Capt. L. D. Frost.
Musician Anton Froelich.
Musician Frank Mathias.
First Lieut. Lincoln C. Gallian.
Trumpeter Rude M. Groh.
Commissary Sergt. Jos. M. Hawks.
Lieut. J. P. Hardy.
Capt. W. H. Hart.
Private Jas C. Hildebrand.
Lieut. Col. C. E. Johnson.
Private John Johnson.

Assistant Adjt. Gen. J. P. Knowles.
Capt. D. W. Knowlton.
Col. Soren Listoe.
First Lieut. E. A. LeMay.
Sergt. Peter Mattson.
Sergt. Calvin McFadden.
Maj. H. L. McKinstry.
Sergt. N. Nicholson.
Sergt. T. J. O'Leary.
First Lieut. W. B. Palmer.
Capt. Albert Steinhauser.
Musician Charles E. Stoeckert.
Private L. E. Shanks.
Musician Herman Stein.
Second Lieut. C. R. Trowbridge.
Private Clarence E. Watkins.
Lieut. Robert L. Winne.
Second Sergt. E. D. Walker.

SILVER.

Private W. H. Allen.
Capt. F. W. Ames.
Capt. E. S. Bean.
Gen. W. B. Bend.
Chaplain E. C. Clemans.
Private E. W. Goddard.
Sergt. Maj. C. K. Goldsborough.

Sergt. G. A. Johnson, Jr.
First Lieut. C. E. Metz.
Second Lieut. M. L. Merrill.
Regimental Quartermaster Sergt. Henry
Rochart.
Private Thos. W. Straiton.

GOLD MEDALS FOR DISTINGUISHED RIFLEMEN.

Capt. O. E. Lee.
Lieut. Ed. G. Falk.

Lieut. Jos. Dodge.

BATTLE FLAGS.

The battle flags of the different regiments of the Minnesota troops during the Civil War are at the capitol under my care. These flags, in their silent eloquence, telling of Minnesota's valor, patriotism, and glory, were carried by her sons in bloody conflict, and increase in value and interest each year. The hardships and sacrifices, the alternating victories and defeats, and the final triumph and after glory of that army are matters of history; and the battle flags around which our Minnesota soldiers rallied, and under the folds of which they marched through smoke of battle to victory or death, are left to us, a precious heritage toward which the hearts of all Minnesotans go forth in grateful remembrance.

Therefore I respectfully suggest that hermetically sealed glass cases be provided in which the battle flags could be preserved. A proper room should be provided in the new capitol, which is in course of erection now, that would be large enough and have sufficient space to avoid crowding. This room could be made a flag room and museum combined. There are many valuable war relics in Minnesota, hidden from view, the owners of which would cheerfully place them on exhibition in a safe place.

THREE CANNON.

In 1862 Gen. H. S. Sanford, United States Minister at Brussels, presented to the First Minnesota Regiment a small battery, consisting of three steel rifled cannon. On the breech of each of the guns is inscribed: "To the First Minnesota Regiment Volunteers. Tribute to Patriotism and Valor. Brussels, 1861."

These guns were last year presented, by the surviving members of said regiment, to the State of Minnesota, and I have placed them in the capitol park where they are kept in good repair, and are an ornament to the surroundings.

WAR HISTORY.

At the close of the fiscal year of 1894, about 2,000 copies of the first volume of "Minnesota in the Civil War and Indian War" remained in store at my office. Of these, 800 copies were distributed to Minnesota soldiers, or their representatives, leaving 1,200 copies on hand. Of the second volume of said history, about 1,000 copies were on hand Aug. 1, 1894. All of these have been distributed as the law prescribed.

BIRCH COULIE MONUMENT.

The last legislature, by an act approved April 20, 1895, appropriated \$1,200 for the purchase of a portion of the land in Renville county—not less than five, nor more than ten acres—on which

the battle of Birch Coulie was actually fought on the 2d and 3d of September, 1862, and for the removal to, and thereon, of the monument known as the Birch Coulie monument, now standing about one mile and a half distant from said battle ground, and for the correction of certain inscriptions on said monument. The same act directed me, or my duly appointed agent, to purchase the land, remove the said monument, and make the necessary corrections.

In compliance with this act, Mr. R. I. Holcombe, my duly appointed agent, and I, visited Morton, Renville county, where the monument now stands. With the assistance of some of the old settlers, we located the old battle ground. The owner of the land, Mr. W. Weiss, was seen, but no satisfactory agreement about the sale of the land could be made; so we returned to St. Paul, and referred the matter to the attorney general. Condemnation proceedings were then instituted, and finally six acres of land, which covers the largest portion of the battle ground, were awarded to the state for \$500. A quit-claim deed of this land is filed with the state treasurer.

The bill of expense so far is as follows:

May 23, 1895.	Railroad fare and livery.....	\$10.50
July 26, 1895.	Abstract of title.....	1.50
Aug. 6, 1895.	Transportation and salary of R. I. Holcombe.....	11.00
Oct. 11, 1895.	Surveying and livery.....	26.00
Nov. 29, 1895.	Sheriff's fees.....	4.20
Nov. 29, 1895.	Clerk of court fees.....	3.00
Nov. 29, 1895.	Publication of notice.....	27.95
Dec. 21, 1895.	Salary and expenses for R. I. Holcombe.....	25.72
Dec. 21, 1895.	W. Weiss, for six acres land.....	500.00
July 24, 1896.	Fees for three commissioners.....	40.00
July 24, 1896.	Advertising in Pioneer Press.....	4.50
Total.....		\$654.37
Total appropriated.....		\$1,200.00
Total expended.....		654.37
Balance		\$545.63

In July, 1895, I advertised in the Pioneer Press for sealed proposals for the removal of the monument, but no bids were made. Two different firms called at my office, and after their representatives learned the amount left at my disposal for the work, declared that they would not do it for that price.

In my humble judgment I think that it would be creditable to the state if, instead of making a larger appropriation for the removal of a botched-up monument, it appropriated sufficient money for an entirely new monument which would be more artistic and more fitting for the heroic deeds performed at that memorable battle.

WAR STATISTICS.

Frequent inquiries have been made about the casualties in the Minnesota regiments during the Civil War, and I have therefore compiled the following table, showing the strength of the different organizations, their mortality, etc. To obtain this valuable information I have used the official reports and documents filed at my office.

ORGANIZATION.	Total Strength.	Killed in Actions.	Death of Disease, etc.	Total Mortality.	Per Cent of Killed in Act'ns.	Per Cent of Total Mortality	Veterans.
1. Minnesota Infantry.....	2,277	187	99	286	8.21	12.55	54
2. Minnesota Infantry.....	1,801	93	189	282	5.16	15.60	255
3. Minnesota Infantry.....	1,464	17	279	296	1.16	20.00	367
4. Minnesota Infantry.....	1,652	61	178	239	3.69	14.45	264
5. Minnesota Infantry.....	1,206	90	179	269	7.46	22.30	230
6. Minnesota Infantry.....	1,285	12	165	177	1.00	14.00	.....
7. Minnesota Infantry.....	1,154	33	138	171	2.86	14.82	.....
8. Minnesota Infantry.....	1,070	27	56	83	2.52	7.75	.....
9. Minnesota Infantry.....	1,079	47	227	274	4.35	25.20	.....
10. Minnesota Infantry.....	1,114	37	115	152	3.32	13.64	.....
11. Minnesota Infantry.....	1,020	3	22	25	0.03	2.47	.....
	15,102	607	1,647	2,254	.....	.....	1,170
1. Heavy Artillery.....	1,797						
1. Mounted Rangers.....	1,289						
2. Mounted Rangers.....	1,396						
Hatch Battalion.....	736						
Brackett's Battalion.....	474						
1. Light Artillery.....	296						
2. Light Artillery.....	276						
3. Light Artillery.....	166						
1. Sharp Shooters.....	131						
2. Sharp Shooters.....	106						
Cavalry	271						
Three months' men.....	930						
Total	22,970						

Remarks:—The average percentage of killed in actions, is 4.00; the average percentage of death by disease, etc., is 11.00; the average percentage of total mortality is nearly 15.00.

PENSIONS.

The number of new applications for pension which from time to time are brought to the attention of this office has somewhat decreased during the past two years. The number of pensions granted by the government has also decreased. While the work of aiding this needy class of our citizens requires more care and attention than ever before, the financial returns to applicants are not so large as formerly.

Lieut. Col. H. T. Bevans, the assistant adjutant general of the state, who has charge of the pension claims of this office, reports to me, that, of the 285 pension claims filed in this office during the two years ending July 31, 1896, and for which I appear as attorney

before the Pension Department at Washington, thirty-four have been allowed and thirty-eight have been rejected. Of the cases filed previous to Aug. 1, 1894, eighty-eight have been allowed during the two years mentioned, making 122 allowances with an aggregate sum of \$33,866.

REGIMENTAL FUND OF THE OLD FIRST MINNESOTA.

By authority and direction of an act of the legislature, approved April 25, 1895, it was made my duty to demand and receive from David Wills of Gettysburg, Pa., the sum of \$200, and interest thereon, placed in his hands by Governor Miller of this state, as the balance of the regimental fund of the old First Minnesota Regiment.

After a lengthy correspondence and search for evidence I succeeded in the collection of a greater sum than the act designated. The amount due on said deposit proved to be \$670. The attorney at Gettysburg employed by me in the case, charged \$100 fees, leaving a balance of \$570, which sum, in compliance with said act, I deposited with A. T. Koerner, the state treasurer, taking his receipt therefor.

ACKNOWLEDGMENTS.

In conclusion I wish to express my grateful acknowledgment, first, to your excellency, for the evidence I have received of your confidence and friendship. I thank you most sincerely for the lively interest you have exhibited in the progress of the national guard, and the hearty support you have uniformly given every proposition that you considered for the benefit of the service.

The members of your staff I thank for many courtesies, and their prompt and soldierly performance of all duty assigned to them.

I wish also to add my commendation of the service rendered the state and the department by Capt. W. H. Hart, brigade quartermaster. He has greatly assisted me in my official duties, has been courteous, obliging, and always willing to aid, in any way he could, the progress of the guard. He is deserving and has my gratitude for his services, as I know he has of the Minnesota National Guard.

My acknowledgments are due to every officer and enlisted man of the national guard, and to them I tender my sincere regards and friendship, and wish to assure all that the kindness extended to me has been highly appreciated, and that, whenever occasion may arise in the future, I will esteem it a pleasure to aid and encourage in any way I can the effectiveness of this part of the state government.

Last, but not least, I thank the members of the last legislature for the liberal appropriations made. The state to-day has within her borders a body of citizen soldiery of which she is justly proud,

and who, appreciating her care of the organization, are ever ready to render willing and intelligent service. For their devotion to duty, submission to discipline, advancement in efficiency, and the persistent effort that has resulted in making the national guard of Minnesota a body of citizen soldiery unequaled in the nation, they are entitled to the thanks of every citizen of the state.

Very respectfully, your obedient servant,

HERMANN MUEHLBERG,
Adjutant General.

INSPECTING OFFICER'S REPORT OF 1895.

St. Paul, Minn., July 31, 1895.

Adjutant General, State of Minnesota.

Sir: In compliance with the requirements of General Order No. 7, current series, from your office, I have the honor to state that I have mustered and inspected the several companies and batteries of the national guard of this state, and herewith forward the muster rolls and inspection reports.

In addition to making the above inspection during the months of April and May, I proceeded on June 10th, by your direction, to Camp Lakeview, Minnesota, and remained in camp with the several regiments until July 16th, at which date the encampment closed.

CASTRAMETATION.

The camp this year was in a different part of the state camp ground, and is in general very much better situated than last year. It was neatly laid out, and although not strictly in accordance with the regulations, still so as to secure the greatest advantage of the ground.

The camp was laid out under the immediate supervision of Capt. W. H. Hart, brigade quartermaster, who was indefatigable in his endeavors to have everything in readiness for the regiments upon their arrival; and, in fact, seemed to anticipate their every want.

The Third Regiment was the only one that occupied the camp properly, as laid out.

The sinks for the officers and men are of an excellent design, but I am of the opinion the latter are too near to the mess halls.

SANITARY AND COOKING.

The health of the command was very good. The sanitary condition of the camp for the first day or two, with each regiment, was not what it should have been, too much slops and green refuse being thrown back of, and too near, the kitchens; but by the persistent efforts of the surgeons, this was remedied, and thereafter the sanitary condition was very good.

The water was supplied from wells driven down to about the depth of twenty-five feet, and was pronounced of an excellent quality by the medical department; but I am of the opinion that too much surface water finds its way into these wells. They should be very much deeper and removed further from the proximity of the kitchens.

The cooking was done by each company at a cost of from sixty cents to ninety-five cents a day per man, and judging from the character of the meals furnished (of which I partook on several occasions), I unhesitatingly say that the men live exceedingly well. I would suggest that a uniform bill of fare be prepared, beyond which the companies should not be allowed to go.

DISCIPLINE.

The discipline of the camp was very good, the men acting and behaving more like soldiers than in former years.

Too little attention, however, was paid to reveille roll call, and I am sure in many cases not one-half of the men present for duty turned out to answer to their names.

Tardiness in "falling in" was one thing very noticeable in all the regiments. The "assembly" seemed to fail to convey any meaning to many of the men, who did not begin to get ready until after it had been sounded.

It was no uncommon thing to walk through the company streets after the the troops had gone to drill, and see here and there a noncommissioned officer and half a dozen or more men sitting around in each street or lying on their bunks, having possibly been excused by their company commanders; but as these men are in camp only nine days in each year, it is very important that every one present for duty (except one man to guard each company street) should be required to attend drills regularly, and no one should be excused except by the colonel, and then only for good and sufficient reasons.

INSTRUCTION.

The First Regiment devoted most of its time to battalion drill, in close and extended order; also, to a few drills in the evolutions of the regiment, these occurring from 6 to 7:30 a. m. daily.

The Second Regiment devoted its time, from 9 to 10:30 a. m., to the evolutions of the regiment, and from 10:30 to 11:45 in extended order drill by battalion, forming square and street column; while the Third Regiment devoted its time almost entirely to extended order drill by battalion, advance and rear guard drill, reconnaissance in force, outpost duty, and field maneuvers.

In addition to the above each regiment had parade and review every evening, guard mounting each morning and evening, and officers' school daily for an hour.

Prior to going on guard, each guard detail was reported to the lieutenant colonel of the regiment in camp, who labored faithfully to instruct them in their duties as members of the guard. Too much credit cannot be given these officers for their painstaking efforts to instruct the men in this most important subject, and I am sure that in this way more knowledge was imparted than would have been obtained had the men been obliged to study the "Guard Manual" themselves.

While guard mounting was at first faulty, as might reasonably be expected from want of practice, it improved each time in a remarkable degree.

The manner of making the guard details was done properly except in the First Regiment. Here the sergeant major very kindly made the rounds of the camp informing the first sergeants as to their company details, instead of having them report at the adjutant's office for them. This, however, was remedied after a few days.

It was really astonishing, and must have been most gratifying to the regimental commanders, to notice the great improvement in their regiments that the nine days in camp produced, both in drill, discipline, and appearance, which was largely due to the zeal and unflagging attention of the officers, as well as the hearty and intelligent coöperation of the men.

CAMP EQUIPMENT.

The equipment for camp seems to be very complete, and especially so in Company D, First Regiment, which has a full supply of Dutch ovens and field stoves.

In the First and Second Regiments the men are provided with double woven wire bunks, while the Third Regiment has double bed-sacks, which they have filled with fresh, clean straw.

These articles are not furnished by the state, but are the property of the different companies.

I would suggest that a uniform cot or mattress be adopted by a board of officers and recommended for use.

CLOTHING.

The uniform of the state troops having been, but a few months since, ordered changed, to conform to that of the United States army, every company but one has made the change, and in many cases the old double-breasted dress-coats have been changed to single-breasted ones, neatly, and at a very reasonable expense.

Since uniforms in kind are now issued by the state, there has been a perceptible improvement in the clothing of the companies and in their appearance. Companies can do much better by procuring clothing in this way than by purchasing from different manufacturers, as it is in every way more serviceable, of better quality, same color, and the cost very much less.

USE OF SWORDS.

A number of the company officers showed a lack of knowledge of the "Manual of the Sword." (See paragraph 487 to 497, Drill Regulations.) The errors principally noticed were the use of the noncommissioned staff officers' salute on review, and the drawing and returning of the sword. One or two officers wore the back of the gripe to the front; but these errors were, however, very exceptional.

RECRUITS.

Each company, in order that it may have a large attendance at the inspection and at camp, works hard to obtain recruits for these occasions. Every company knows at least a month before inspection when that event will occur, and I cannot too severely condemn the custom of presenting to the inspecting officer a company many of whom have not been members thereof longer than a few days. I would recommend that no company commander be allowed to enlist new men within a less period than a month before the annual inspection or going to camp.

As the state is at an expense of over fifteen dollars for each man put into camp, it is certainly not economy to permit men without some drilling and a fair knowledge of a soldier's duty to attend the encampment.

It was noticeable that some of the men were physically inferior, and as there is such a constantly increasing interest taken in the national guard by the citizens of the state, it will soon become quite possible for company commanders to make a choice of men physically fitted for the profession of arms, and I therefore recommend that the surgeons be required to thoroughly examine all recruits, and see that their height, weight, chest expansion, etc., approximate that of the standard for admission into the United States army. In towns where no surgeon of the national guard is stationed, the certificate of examination could be made by any well known local physician.

RIFLES.

Quite a number of the Springfield rifles now in the hands of the national guard are unserviceable, probably as many as ten per cent, but I am of the opinion that with few exceptions they could be made perfectly serviceable if permission were obtained from the War Department to send them to the Rock Island arsenal for repairs.

EQUIPMENTS.

The equipments in the hands of the troops are all serviceable, and with a few exceptions are so stored that they can be readily and quickly gotten at in an emergency. Each man has a clothing bag, haversack, canteen, web belt, blanket, campaign hat, and leggins, besides his rifle and black belt. The latter in too many cases have been ruined by the use of Acme blacking and dressing of that nature, while the clothing bag is a very poor article for the purposes for which it was devised, as few men could do a day's marching and carry it without excessive fatigue and soreness under the arms, where the straps press against them. A few regiments in the United States army have been provided with a knapsack of a new kind called the "Merriam Pack," invented by Col. H. C. Merriam, United States army, which is pronounced by all that have used it the very best article of the kind yet invented. It combines the clothing bag and haversack in one, and is very much easier to carry and produces less fatigue. It has been adopted by several states for the use of the national guard.

AMMUNITION.

Each company is required to keep on hand 1,000 rounds of ball cartridges, but at my annual inspection, I found two companies—one in the Second Regiment and one in the Third Regiment—who reported to me that they had no ammunition on hand. This, however, has since been remedied.

ARTILLERY.

The First Battalion of Artillery, under the command of Maj. E. D. Libbey, is one of the hardest working and poorest equipped organizations in the state.

Their equipment was excellently cared for, but almost every article they have is of obsolete pattern.

If this organization is expected to improve, it should have new guns and harness. The former are dangerous, and should be replaced as soon as possible with new and improved breech-loaders.

The officers are hard-working, painstaking men, and should receive all the encouragement possible.

TARGET PRACTICE.

Much attention was given to this subject by all the regiments, and the results achieved justify the expenditure of time and money devoted to it.

"Blunt's Manual" is the accepted authority, but owing to difficulties of various kinds little time is spent in gallery practice, while sighting, aiming, and pointing drills are quite neglected.

If company commanders could be induced to dwell with more patience upon the first seventy-five pages of the book, much better results would be accomplished.

RELIGIOUS SERVICES.

Service was held on each Sunday in camp by the regimental chaplains, who are zealous and attentive to their duties, but considerably hampered by a lack of attendance on the part of the men.

EMBARKATION AND DISEMBARKATION.

The embarkation and disembarkation of troops on and from railroad trains should be given more attention by company commanders. In almost every case when companies were disembarked it was necessary to count fours and reform the companies, thus wasting much valuable time.

The baggage was handled by details from each company, and was quickly done.

MEDICAL DEPARTMENT.

The medical department since last camp has had its organization changed to one similar to the United States army.

A modern hospital has been erected, consisting of two wards, one containing eight beds and the other two beds; also, an office and dispensary.

During the encampment of each regiment two experienced medical officers were in attendance the entire time.

Drill in first aid to the wounded and litter drill were held morning and evening, under direction of the surgeons, who were much aided by the valuable assistance rendered by Assistant Surgeon Howard, United States army, on duty with the Third United States Infantry, encamped near by.

Each day one of the medical officers accompanied the officer of the day for the purpose of inspecting the sanitary condition of the camp, which was thoroughly done.

The work accomplished by the officers of the medical department was thorough and conscientious, and reflected much credit upon them.

TENTAGE.

The troops were well provided with tents, four men occupying one wall tent, and no one seemed crowded or lacking abundance of room.

There are about 200 wall tents on hand, and I would recommend the supply be increased sufficiently to cover the entire brigade, should an emergency call it out.

REMARKS.

There is a lack of uniformity in the style of white collars worn by the men.

Too many colored neckties were noticed. Black ones should be worn, if any.

Wide-toed shoes are very much better for marching and drilling, and should be worn in preference to the sharp-toed ones. Several men wore tan colored shoes, contrary to orders.

More attention should be given to the "setting up" of recruits.

The habit in some companies of allowing the men to take home their uniforms and rifles from the armory is bad, and should not be permitted.

Most of the towns in the state where there is a company assist in paying the rent of the armory, but in Winona no aid is given the company, and it costs them \$400 a year to rent a suitable place for their drills. No company can well afford such an outlay.

Several company commanders, at the annual inspection and muster of their companies, gave the commands, "Attention to Muster Roll" and "Attention to Roll Call." (See paragraph 751, Drill Regulations.)

Many of the companies have not marked their equipments, as required by Army Regulation 270.

The sword is used by officers too much as a pointer. It is not so intended to be used.

In many cases too much time is taken in dressing the companies. It should be done quickly.

There should be a uniform style of dressing tents, and all companies required to live up to it.

The Third Regiment turned out on all occasions when in full dress, with leggins. The leggins are no part of the full dress, and should not be worn with it.

The blouses should habitually be worn buttoned. Too many of the men in camp failed to remember this.

One of the greatest faults on the part of the men was the indifferent manner in which they saluted officers—very frequently not at all; often with coats open, and on several occasions with cigars in their mouths. They do not hold the hand at the visor until the salute is acknowledged or the officer passed. (Paragraph 485, Drill Regulations.) Too much attention cannot be given this matter, as "courtesy among military men is indispensable to discipline."

Lack of promptness in "falling in" at the assembly should be corrected.

Every company commander should afford his lieutenants opportunities to drill the company at its home station.

Many belts fit too loosely.

Bayonets should fit the scabbard loosely. Many fit too tight.

Caps and helmets should be worn squarely on the head.

Shoes should be polished before every formation.

The brass rods in the cartridge boxes are not well cleaned. They should be kept clean where they pass through the leather and form the hinge on which the box opens.

Two officers wore the gold sword belt on all occasions.

Bedding while in camp should be aired daily, which was not done at all.

Troops should be turned out more frequently in field dress and equipment.

The regiments and artillery battalion of the national guard are well officered and they are active in their work, interested in their duties, and devote much time to the building up of their respective organizations.

Each regiment and artillery battalion was reviewed by His Excellency Governor Clough, by the adjutant general of the state, and by General Bend, commanding the brigade, on different occasions, and in each case acquitted themselves with great credit.

In conclusion I desire to express my thanks for the uniform courtesy and politeness extended to me by the adjutant general of the state, by General Bend, by Colonels Bobleter, Shandrew, and Reeve, and others with whom I came in contact.

Very respectfully, your obedient servant,

A. B. JOHNSON,
First Lieutenant Seventh United States Infantry,
Inspecting Officer National Guard, State of Minnesota.

ORGANIZATION OF MEDICAL CORPS.

St. Paul, Minn., Nov. 22, 1895.

Gen. Hermann Muehlberg, Adjutant General National Guard, State of Minnesota,
St. Paul, Minn.

Sir: In compliance with General Order No. 17, Adjutant General's Office, promulgated April 27, 1895, the various medical officers of the national guard met in response to a call at the surgeon general's office, St. Paul, Minn., and the medical corps was organized, consisting of the following officers, which, we trust, will meet with your approval:

Surgeon General—Brig. Gen. J. F. Fulton, St. Paul, Minn.

Medical Director—Lieut. Col. R. J. Fitz Gerald, Minneapolis, Minn.

Surgeon—Maj. H. L. McKinstry, Red Wing, Minn.

Surgeon—Maj. A. W. Allen, Austin, Minn.

Surgeon—Maj. T. C. Clark, Stillwater, Minn.

Assistant Surgeon—First Lieut. W. Jacoby, Mankato, Minn.

Assistant Surgeon—First Lieut. C. E. Dutton, Minneapolis, Minn.

Assistant Surgeon—First Lieut. R. A. Wheaton, St. Paul, Minn.

Assistant Surgeon—First Lieut. C. M. Skinner, St. Peter, Minn.

Assistant Surgeon—First Lieut. Alex Forin, West Duluth, Minn.

Assistant Surgeon—First Lieut. G. M. Coon, St. Paul, Minn.

Hospital Steward—Sergt. W. R. McKinstry, Red Wing, Minn.

Hospital Steward—Sergt. A. M. Smith, Austin, Minn.

Hospital Steward—Sergt. N. M. Black, Minneapolis, Minn.

Respectfully submitted,

J. F. FULTON,
Surgeon General.

R. J. FITZ GERALD.

Medical Director

REPORT OF SMALL ARMS PRACTICE.

General: Herewith I transmit the regimental reports for small arms practice for the season of 1895, and also a consolidated report of officers and men entitled to decorations.

The season has been one of the most successful the guard has every experienced. The qualifications required of sharpshooters have been most severe, and the conditions in each regiment have as nearly as possible been equalized.

As in previous years the First Infantry leads in the interest taken in the essential part of a soldier's education, and both on the state range and company ranges have shown great interest, and in several companies much improvement.

The Third Infantry follow. The companies of this regiment are preparing ranges at their stations, with a view of greater interest in the coming season.

The Second Infantry shows little interest, and in comparison with its former position its present standing is to be regretted. One company, Company C, seems to be the only one that has had any practice on their home ranges.

With improvement of the state range it would seem to me to be advisable to again establish the state matches, as they were a large factor in awakening and maintaining an interest in the work.

Attached herewith is a statement of the number of men practicing at state range, ammunition expended, and number of men qualifying for state decorations.

Respectfully submitted,

ORRIS E. LEE,
Captain and Inspector Small Arms Practice,
First Brigade, National Guard, State of Minnesota.

Statement of number of men practicing, ammunition expended, and state decorations earned at state ranges, Camp Lake View, during term of camp, 1895:

	Number of men practicing.	Ammunition expended.	Rounds per man.
First Regiment.....	309	12,930	41
Second Regiment.....	85	7,800	91
Third Regiment.....	130	5,841	42
	<hr/> 524	<hr/> 26,571	<hr/> ..

Number of state decorations earned during the season 1895:

	S. S.	M. M.	1st Class.	Total.
Brigade Staff.....	1	...	...	1
First Regiment.....	17	116	44	177
Second Regiment.....	..	48	21	69
Third Regiment.....	5	44	12	61
	<hr/> 23	<hr/> 208	<hr/> 77	<hr/> 308

REPORT OF REGIMENTAL COMMANDERS.

Headquarters First Regiment, N. G. S. M.,
Minneapolis, Minn., Aug. 6, 1895.

Sir: I have the honor to report that pursuant to General Orders 19 and 20, current series, adjutant general's office, this regiment went into camp at Lake City July 8th, returning July 16, 1895.

While the attendance was disappointing, the discipline and soldierly attention to duties were superior in a marked degree to any previous encampment held by this regiment. Range work was excellent, and resulted in a showing of which the regiment is justly proud, seventeen sharpshooters and 119 marksmen qualifying.

Regimental or battalion drills were held daily, special attention being given to extended order.

The regiment, in company with the Third United States Infantry and the artillery, were reviewed by his excellency the commander-in-chief. Reviews were also tendered other officers of distinction visiting the camp.

The general health of the command was excellent.

Very respectfully, your obedient servant,

C. McC. REEVE,
Colonel Commanding First Regiment.

Gen. H. Muehlberg, St. Paul, Minn.

Headquarters Second Regiment Infantry, N. G. S. M.,
St. Paul, Minn., July 22, 1895.

To the Adjutant General, State of Minnesota, St. Paul, Minn.,

Sir: I have the honor to report that pursuant to General Orders No. 20, current series, adjutant general's office, this command went into camp at Lakeview, near Lake City, for instruction, June 21st to 29th inclusive. The entire command was in camp by 2 o'clock p. m. of the date first named, and were on the field for drill at four o'clock of the same day. I inclose a copy of the daily routine, which was closely followed.

The attendance was very good, the lowest being 413, June 21st; the highest 454, June 26th, and the average 435.3, or sixty-seven per cent of the command.

There was little sickness, and but one accident, which, I am informed, will not result seriously.

The progress made in drill was very satisfactory, though the time is so short that it is difficult to instruct the officers so as to get them to associate the commands of the battalion commander with the movements their respective companies are to perform, and there is still much to be gained in precision in the school of the battalion and evolutions of the regiment. One fault to be found with the company commanders is that they do not give their commands promptly or loud enough to be heard by the battalion and regimental commanders. In this connection, I would recommend that some aid be given in the way of transportation, which will make it possible for each major to get his battalion together at some central point for battalion drill during the fall and spring months. A little drill in that way would save a great amount of preliminary work at the beginning of the annual encampment, and allow larger questions to be given more attention.

The drills in extended order and field maneuvers were very good, the main difficulty being lack in fire control and reckless exposure by the men. However, toward the end of the encampment much improvement was noted in this particular direction. I would recommend that each company be made an allowance of blank ammunition for drill purposes, to give a chance for practice in fire discipline.

The ceremonies—parade, review, and guard mounting—were well performed, though there is still room for improvement. The manual, especially toward the last of the encampment, was very good. Guard duty was as a rule well performed, and the men showed better instruction than in previous encampments. The command was reviewed by Generals Muehlberg and Bend, Colonels Page of the army, Reeve and Shandrew, national guard, State of Minnesota, and in connection with the Third Infantry, United States army, by his excellency, the commander-in-chief.

The command was inspected Sunday, June 23d, but made an unsatisfactory showing on account of rain earlier in the day, and another inspection was ordered for Wednesday, June 26th, which was much more satisfactory. The uniforms of all the companies but one have been changed to the new regulations. Some of the alterations were made at the company stations by men inexperienced in such work; consequently, further alterations will have to be made in the uniforms of at least two companies. The arms and equipments are in good condition, though many rifles are old and hardly serviceable.

The work on the rifle range shows an improvement over last year, notably by companies having ranges at the home station. I would suggest that volley firing be added to the range work, using a line of silhouette targets. A competent instructor should also visit each company station at least once a year, and instruct the men in sighting and all other preliminary work on the range.

Military courtesy was well observed by the command, and the discipline was good. For instance, Tuesday evening the alarm of fire was sounded, and before the officer of the day could arrive at the place where the alarm came from the companies were formed in their respective streets, awaiting orders, no men being observed away from their companies. The whole thing was done so promptly that some officers visiting the camp thought it was a prearranged affair, and had to be assured to the contrary. The fire happily was not serious, being merely in some newspapers which caught from a candle in K company's quarters, and was extinguished before any damage was done.

The Third Infantry, United States army, Col. John H. Page commanding, arrived at Lakeview in the forenoon of the 25th, and at once went into camp on the ground occupied by them last year. The presence of the Third Infantry, though somewhat farther away and not as instructive in drill and ceremonies as last year, was still a great benefit to my command, especially to the noncommissioned officers and men, who mingled freely with the noncommissioned officers and men of the Third, and learned many things in the care of arms and equipments and discipline. On the evening of the 25th, the officers of my command, accompanied by the regimental band, made a formal call on Colonel Page and his officers, and were very pleasantly entertained. This call was returned by Colonel Page and his officers, accompanied by their band, on the evening of the 28th. Social visits were exchanged daily, and throughout the encampment the most friendly feeling existed between the two commands.

First Lieut. A. B. Johnson of the Seventh Infantry, United States army, was in camp with my command the entire time, and in his official capacity as the representative of the War Department contributed greatly to the success of the encampment.

On the whole, the encampment was the best the regiment has ever had, and it is with much satisfaction and pleasure that I report the regiment in excellent condition to render the state effective service in case of need.

I have the honor to be your obedient servant,

JOS. BOBLETER,

Colonel Second Infantry, National Guard, State of Minnesota.

Headquarters Third Regiment Minnesota National Guard,

St. Paul, Minn., July 5, 1895.

Sir: I have the honor to report, that, in obedience to General Orders Nos. 19 and 20, current series, this regiment was assembled at Camp Lake View, June 11th, at 11:30 a. m., for instruction. On arrival the regimental quartermaster provided the different companies with straw for bedding, and quarters were arranged for the comfort of the men.

I found the camp in poor condition, owing (as Captain Hart explained) to heavy rains. The grass had been partly raked after cutting, much being left on the ground, and tent floors were put down without removal of this. No provision had been made by the medical department for the comfort, care, or treatment of any case of sickness, and as a result two cases of sickness had to be disposed of as best the surgeons could with some medicines of their own that they happened to have with them. I cannot criticise the action of the medical purveyor too severely in this matter, as it was discovered two days after my arrival that the supplies

ordered for the hospital were in Lake City, but had not been sent to us. The ambulance had not been prepared for use, although two hours' time would have done it. It would not have been shipped to me at all had not one of the surgeons detailed for duty given it attention.

There had been no proper blanks prepared for sick reports, and no company sick books, that would enable company commanders to know what the action of the surgeon was regarding men reporting at sick call. The detail of surgeons was not made until three days before the regiment was to move, and they then had no time to arrange their business so as to remain in camp permanently. I was therefore compelled to let the work on the rifle range go on without a surgeon at that place. The officers and men, however, made the best of everything, taking things as they found them, and using every effort to get into shape for active work. The camp was soon thoroughly policed, and before night the men were comfortably settled. I inclose report of work that was taken up for instruction, in addition to the instruction in guard duty, which was in the hands of Lieutenant Colonel Johnson, and was performed in a manner that made the guard duty of the camp as near perfect as it could be, considering the time he had in which to work.

The manner in which officers and men took hold of the work in the field cannot be too highly spoken of, and I believe the benefits of this instruction have placed this regiment in such condition for active work, that, if called upon, an enemy will realize that the men have had some instruction.

The report of small arms practice is herewith submitted, showing five sharpshooters, thirteen first-class marksmen, and forty-six marksmen.

The health of the men was excellent, there being only thirteen cases of surgical treatment and eighty-one medical cases, all of minor nature.

The morning reports, forwarded you daily, show the attendance, and I would respectfully call your attention to the small variation in the attendance. This, of course, results in all getting the instructions, and preparing them for work that they may be called upon to perform. Again permit me to speak of the splendid spirit shown by all officers and men in doing their work, and the will with which they took hold, showing that they understood what the state expected of them, and that they were willing to give all their energies to accomplish a result that would reflect credit on themselves and their state.

Very respectfully, your obedient servant,

J. C. SHANDREW,
Colonel Third Infantry.

To the Adjutant General, State of Minnesota.

Headquarters First Battalion Artillery, N. G. S. M.,
St. Paul, Minn., July 27, 1895.

Sir: The First Battalion of Artillery went into camp at Lake View for instruction on July 8th, in compliance with General Orders No. 19, adjutant general's office.

Upon arriving at the grounds assigned it was found necessary to suspend all routine duties the first day in order to clear the grounds.

The health of the battalion was generally good, and the temperature moderate. Considering that, at this season of the year, the water of Lake Pepin contains many impurities, I would recommend that a pump and trough be built at a convenient place to water the horses. In this connection I herewith submit a copy of Assistant Surgeon Coon's report.

The average attendance at camp was better than on previous years. Discipline was good.

The members of the batteries have developed unusual efficiency at target practice.

During the encampment, the battalion was reviewed by Governor Clough, General Muehlberg, General Bend, and Colonel Page, Third United States Infantry. On the 11th instant it was inspected by Lieut. A. B. Johnson, Seventh United States Infantry, to whom I am indebted for many courtesies and valuable advice.

I take this opportunity to also express my appreciation of the attention and courtesies extended to me by Colonel Page and the officers of the Third United States Infantry.

Though a little disappointed at the rough condition of the grounds and the additional labor imposed upon them, the officers and men of the battalion are to be congratulated upon the success of the encampment, and the real benefits they have derived from it.

Considering the growing importance of artillery as a potent factor in modern warfare, this battalion requires especial and careful attention of the brigade commander and his department. Through the untiring efforts and self-sacrifice of its officers, and notwithstanding the lack of encouragement it has often met, the battalion has been brought to as high a standard of efficiency as its obsolete armament would permit. It deserves consideration, and should not be the last thought of in the distribution of camp accommodations.

On Tuesday, the 16th instant, the battalion struck tents, and at 12:30 p. m. loaded on railroad platform at the grounds. Owing to exasperating delays of the railroad company, it did not reach St. Paul before 6:30 o'clock on evening of same day.

Respectfully submitted

E. D. LIBBEY,
Major Commanding First Battalion Artillery.

The Adjutant General.

REPORTS OF MEDICAL CORPS.

St. Paul, Minn., Feb. 17, 1896.

Gen. Hermann Muehlberg, Adjutant General, N. G. S. M.,

Sir: I herewith have the honor of transmitting the report of Lieutenant Colonel and Medical Director R. J. Fitz Gerald. I also herewith inclose the medical purveyor's report.

Very respectfully.

JOHN F. FULTON,
Surgeon General.

Minneapolis, Minn., Sept. 1, 1895.

To Gen. John F. Fulton, Surgeon General, M. D., N. G. S. M.,

Sir: I have the honor to transmit herewith my report for camps of instruction of the various regiments of infantry and battalion of artillery of the National Guard of Minnesota, held at Camp Lake View, Lake City, Minn., June 11 to July 16, 1895.

The camp location on the shores of Lake Pepin, about one mile south of Lake City, Minn., combines many features which make it a most desirable and picturesque spot. The new camp location on that portion of the state ground between Lake Pepin and the Chicago, Milwaukee & St. Paul Railroad tracks is an improvement.

The location affords better circulation of air, full exposure to sun, better drainage pitch toward the lake. The soil is composed mostly of clay, with a large amount of sand, covered with a firm sod, and a substrata of limestone, making an ideal field for camping purposes. The supply of water derived from pumps was good, being slightly alkaline in reaction and cold enough to be very pleasant for drinking purposes. The practice of watering horses from the lake should be condemned, as the lake during the warm months contains a vegetable fungus, which when swallowed produces irritation of the alimentary canal, thus swelling the sick list and diminishing the working strength. The location of the pumps should be as remote as possible from the sinks, and above the drainage pitch as far as convenient. The food was abundant, of good quality, and as a rule was well prepared. It was daily inspected by a medical officer, and such portions as deemed unfit for consumption were condemned. The only fault to be found in most company messes was the oversupply and the tendency of providing delicacies which are unfit for the soldier in the field. Therefore I would make the suggestion that the commissary department of the various regiments and battery of artillery be instructed or advised by competent and proper officers as to the variety and quality of food furnished; or, better still, to contract the same, subject to the sanction or inspection of a competent board, which shall embrace at least one member of the department.

Camp was inspected daily by a member of the department, and such suggestion made to the commanding officers as arose relative to the hygienic conditions. In most of the camps the sanitary conditions were as near perfect as circumstances would admit.

The system of policing was excellent in all the camps.

The practice of leaving the grounds and buildings in an untidy and disorderly condition cannot be too severely condemned, and I would suggest that this be brought to the notice of the proper authorities.

The close proximity of the camp to the lake rendered the matter of bathing more convenient, and was taken advantage of by the men. This should be encouraged by causing proper places for dressing to be constructed.

There was a member of this department present on the range during practice, daily.

The pattern of sinks adopted and used for 1895 is the best and most convenient and certainly the most sanitary yet devised. They are all that can be desired.

Would suggest that a separate sink be provided for the officers at the battery camp, and that the sink be placed at a greater distance from camp than their present location.

The slop-water and garbage from the kitchen was thrown into faulty receptacles, which was not only objectionable to the eye but a constant menace to the sanitation of the grounds, and should be corrected. Would suggest that receptacles constructed of galvanized iron, of sufficient size and shape to meet the requirements, be placed in rear of each kitchen, properly covered, to be emptied at least twice daily.

Would further suggest that conduits of clay sewer pipe be laid under ground, connecting the kitchen with cesspools located in the sand on the lake front; of sufficient size and pitch to carry off all slop-water.

The national guard of this state can justly be proud of its new hospital building and its equipment. The building is a frame structure, some forty feet in length and twenty in width, divided into one ward, capable of accommodating ten beds; one dispensary and office on the ground floor. The second story is used for sleeping apartments for the surgeon and his assistants, which, if necessity required, could be converted into a second ward, capable of holding six beds. The equipment is the best, and with a few minor exceptions cannot be excelled.

I would suggest that a small wing be added, to contain appliances necessary for treatment of sunstruck patients, also a bath and privy.

The detail for the respective regiments and battery was as follows, as per orders adjutant general's office:

First Regiment, Maj. T. C. Clark and Lieut. Robert Wheaton; Second Regiment, Maj. A. W. Allen and Lieut. William Jacoby; Third regiment, Maj. H. L. McKinstry and Lieut. C. E. Dutton. Hospital Steward N. M. Black did duty with the First Regiment Infantry. Hospital Steward W. R. McKinstry did duty with the Third Regiment Infantry.

In the unavoidable absence of Lieut. Robert Wheaton, Lieut. Col. R. J. Fitz Gerald was ordered to supply the vacancy.

The detail of two officers and one hospital steward for each regiment is inadequate, it being impossible for that number to carry out the daily routine.

School of instruction was held daily, at which the men detailed from each company and battery were instructed in first aid to the wounded, ambulance and litter drill, bandaging, etc. It is astonishing the rapidity with which this line of instruction is absorbed by the men, who took great interest in the work; and I believe we have material to form one of the most perfect ambulance corps in the country, if the men could be regularly enlisted for such purpose.

Generally speaking, sickness during the encampment was acute, of short duration, having its origin in the complete change of daily routine, and indiscretions in drinking and eating.

The surgical cases were mostly minor in severity and nature.

The number of cases reported at hospital for treatment were:

First Regiment Infantry.....	275
Second Regiment Infantry.....	79
Third Regiment Infantry.....	94
First Battalion Artillery.....	56
Total	504
Total number of sick.....	504

The weather was most favorable, and all that could be asked.

The following will show the readings of the thermometer for the Third Regiment camp:

	7 a. m.	2 p. m.	9 p. m.
June 11th.....	65	78	63
June 12th.....	66	85	80
June 13th.....	68	78	70
June 14th.....	65	78	76
June 15th.....	62	76	79
June 16th.....	67	70	78
June 17th.....	62	82	76
June 18th.....	63	78	72
June 19th.....	64	79	..

For Second Regiment camp:	7 a. m.	2 p. m.	9 p. m.
June 21st.....	60	76	61
June 22d.....	62	79	61
June 23d.....	60	75	61
June 24th.....	62	80	68
June 25th.....	78	65	61
June 26th.....	60	75	70
June 27th.....	56	73	58
June 28th.....	51	76	52
June 29th.....	50	79	61

For First Regiment camp:	7 a. m.	2 p. m.	9 p. m.
July 8th.....	59	65	56
July 9th.....	51	74	55
July 10th.....	52	80	64
July 11th.....	56	84	69
July 12th.....	64	87	68
July 13th.....	65	97	70
July 14th.....	71	87	67
July 15th.....	65	81	65
July 16th.....	70	84	70

The following is a copy of instructions to surgeons while at camp:

You will at all times be responsible for the welfare of the troops so far as pertains to their health and hygienic conditions.

You will obey all orders or requests made by commandants, if such do not conflict with the welfare of those under your professional care; in such cases an explanation to the maker of such order or request will suffice.

You are personally responsible for the hospital building and its contents until properly accounted for and turned over to an authorized person.

There must be no loud talking or smoking in the office or ward of this building at any time.

The regulations of camp must be strictly adhered to.

When departing from camp leave word with person on duty where you can be found.

Sick call must be made by medical officer daily.

Inspection of entire camp must be made daily, in company with officer of the day.

A detail will be made, to consist of one or two privates from each company, on application to commandant, for drill.

Drill and school of instruction in hospital corps and first aid work daily, at 9 a. m.

A medical officer must be present during range practice.

Instruct hospital steward to see that hospital building is kept tidy and clean; to see that flag is hoisted at sunrise and lowered at sunset and during rain and storms; after sunset a ruby lantern must be displayed in front of front door of hospital, to remain until daybreak.

A copy of sick report should be sent commandant daily

By order of

SURGEON GENERAL FULTON.

In conclusion, I would offer the following suggestions:

1. That the mess halls be placed at a greater distance apart.
2. That the grounds lying between the mess halls be blind ditched.
3. That sewers be laid outside of the line of the mess halls, extending to the lake, and that each kitchen be connected with same.
4. That galvanized iron receptacles with covers be provided for swill, and that they be emptied and cleaned twice daily.
5. That mess halls and kitchen be provided with screens, doors, and windows.
6. That the camp be supplied either from the Lake City water works or from a reservoir.
7. That proper facilities be provided for watering horses, other than from the lake.

8. That food furnished shall be the same to the entire command, or as near as practicable, and that same shall be subject to inspection of a competent and authorized board; such board to embrace at least one member of this department.

9. Proper notice should be given to commandants of regiments striking camp to leave grounds well policed.

In closing, I wish to express my thanks for the hearty coöperation, support, and encouragement of the surgeon general and members of this department, also my thanks for the many courtesies extended by Adj. Gen. Hermann Muehlberg, Capt. Wm. H. Hart, and officers of the guard.

Respectfully submitted,

R. J. FITZ GERALD,
Lieutenant Colonel and Medical Director.

PROPERTY REPORT OF MEDICAL CORPS.

Minneapolis, Minn., Jan. 1, 1896.

Gen. John F. Fulton, Surgeon General, M. D., N. G. S. M.,

Sir: I have the honor to herewith tender my report as medical purveyor for the year ending Dec. 31, 1895, of Medical Department, N. G. S. M. The following will show the disbursements made:

1895.		
July 1.	Hospital building.....	\$678.61
July 29.	I. I. Richardson, teams and freight.....	29.26
July 29.	C. A. Young, fixtures.....	14.80
July 29.	W. J. Richardson, implements.....	.80
July 29.	Byran & Willard, printing and stationery.....	66.75
July 29.	W. L. Collins, drugs, etc.....	7.75
July 29.	E. M. Pike, supplies and instruments.....	4.75
July 29.	C. H. Cirkler, instruments.....	4.35
July 29.	Wilson & Everts, instruments.....	2.90
July 29.	Noyes Bros. & Cutler, supplies, etc.....	57.01
July 29.	E. M. Pike, drugs, etc.....	31.20
July 29.	F. L. Darrow & Co., ambulance cover.....	12.00
July 29.	W. A. Burt, stretchers, etc.....	7.10
July 29.	First Regiment, ambulance and stretchers.....	138.00
July 29.	New England Furniture Company, furniture.....	170.32
Aug. 14.	Medicines as per bill A. T. Hall, St. Paul.....	59.86
Oct. 14.	Noyes Bros. & Cutler, supplies, etc.....	196.00
	Insurance	20.00
Nov. 29.	Lieut. Col. Fitz Gerald, July 25, 1895.....	99.12
Nov. 29.	H. A. Young & Co., July 31, 1895.....	2.55
Nov. 29.	Lieut. Col. Fitz Gerald, Aug. 1, 1895.....	117.00
Nov. 29.	Lieut. Col. Fitz Gerald, Aug 13, 1895.....	7.65
Nov. 29.	E. J. Collins, Aug. 17, 1895.....	2.50
Nov. 29.	R. White, Oct. 8, 1895.....	26.00
Nov. 29.	M. L. Collins, Nov. 15, 1895.....	22.05
Total.....		\$1,778.33

The following is a list and location of property: One ambulance and two litters, at armory, Minneapolis; one Senn pannier, at armory, Minneapolis; one chest containing ten pairs of blankets, ten pairs sheets, ten pillows, and full equipment for field hospital, at Minneapolis armory; one box containing all drugs, etc., left over from encampment 1895, at my cottage, Lake City, Minn.

The remainder of property of this department is stored at hospital building at Camp Lake View, Lake City, Minn.

The department is in need of six litters, twelve hospital corps manuals, and one field hospital tent.

The ambulance is in need of repair, which will cost about ten or fifteen dollars.

Arrangements have been made with Lake City druggists to supply such medical stores as may be needed at camp hospital, they agreeing to take back such material as they can use.

Respectfully submitted,

R. J. FITZ GERALD,
Lieutenant Colonel and Medical Director.

INSPECTION ROLLS OF MINNESOTA NATIONAL GUARD

FOR 1895.

BRIGADIER GENERAL BEND AND STAFF.

No.	Names.	Rank.	Date of Enlistment.	Remarks.
1	Bend, William B.	Br. General...	April 1, 1880	
2	Knowles, John P.	Captain.....	Nov. 3, 1884	Asst. Adjutant General.
3	Knowlton, David W.	Captain.....	March 25, 1885	Asst. Inspector General.
4	Hart, William H.	Captain.....	April 19, 1886	Quartermaster.
5	Lane, John W.	Captain.....	Jan. 1, 1884	Judge Advocate.
6	Mead, Milton S.	Captain.....	June 14, 1883	Commissary Subsistence.
7	Lee, Orris E.	Captain.....	April 5, 1883	Insptr. Small Arms Practice.
8	McGill, Charles H.	Captain.....	July 21, 1881	Aide-de-Camp.

FIRST REGIMENT.

FIELD STAFF AND BAND.

No.	Names.	Age.	Rank.	Date of Enlistment.	poral	Remarks.
1	Reeve, C. McC.		Colonel .....	.....	p	
2	Bronson, W. G.		Lieutenant Colonel.....	.....	p	
3	Price, W. W.		Major.....	.....	p	
4	Ames, F. W.		Major.....	.....	p	
5	Haupt, C. E.		Chaplain .....	.....	p	
6	Palmer, W. B.		Adjutant .....	.....	p	
7	Smith, C. R.		Quartermaster .....	.....	p	
8	Catlin, F. M.		Judge Advocate.....	.....	p	
9	Steele, W. E.		Commissary Sub. ....	.....	p	
10	Falk, E. G.		I. S. A. P. ....	.....	p	
11	Nickels, C. F.		Sergeant Major.....	.....	p	
12	Rochat, Hy.		Quartermaster Sergeant..	.....	p	
13	Ehlers, C. A.		Commissary Sergeant.....	.....	p	
14	Whitcomb, A. A.		Color Sergeant.....	.....	p	Inspected with Co.B.
15	Ainsworth, W. N.		Color Sergeant.....	.....	p	
16	Watson, C. H.		Chief Musician.....	.....	p	
17	Burch, C. E.		Musician .....	.....	p	
18	Cotermant, W. H.		Musician .....	.....	p	
19	Frank, J. E.		Musician .....	.....	p	
20	Hoskins, D. M.		Musician .....	.....	p	
21	Koehler, Geo.		Musician .....	.....	p	
22	Karker, E. S.		Musician .....	.....	p	
23	Lantz, W. H.		Musician .....	.....	p	
24	Lyons, D. A.		Musician .....	.....	p	
25	Lamp, H. J.		Musician .....	.....	p	
26	Marston, H. B.		Musician .....	.....	p	
27	McWhinney, W. C.		Musician .....	.....	p	
28	Morgan, A. B.		Musician .....	.....	p	
29	Rommel, S.		Musician .....	.....	p	
30	Rahn, W. F.		Musician .....	.....	p	
31	Rossiter, J. P.		Musician .....	.....	p	
32	Schott, N. J.		Musician .....	.....	p	
33	Smith, A. L.		Musician .....	.....	p	
34	Tabor, W. C.		Musician .....	.....	p	
35	Towers, C. N.		Musician .....	.....	p	
36	Thielman, P. R.		Musician .....	.....	p	

COMPANY A.

No.	Names.	Age.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Minty, H. E.	26	Captain	Feb. 18, 1889	p	
2	Hanscom, E.	25	First Lieutenant	Feb. 11, 1889	p	
3	Lackare, H. D.	24	Second Lieutenant	Oct. 27, 1890	p	
4	Austin, C. C.	25	First Sergeant	Nov. 2, 1891	p	
5	Moffett, J. B.	23	Sergeant	April 25, 1892	p	
6	Fruen, W. F.	25	Sergeant	April 26, 1892	p	
7	Leavitt, H. A.	28	Sergeant	May 7, 1889	p	
8	Hamlin, G. H.	23	Sergeant	April 20, 1891	p	
9	Pease, Ray	21	Corporal	Jan. 9, 1893	p	
10	Wiltberger, F. W.	25	Corporal	Feb. 22, 1892	p	
11	Malmstedt, J. G.	25	Corporal	Mar. 30, 1891	p	
12	MacFarlane, W. K.	22	Corporal	April 24, 1893	p	
13	McWade, W. G.	28	Corporal	April 25, 1887	p	
14	Lindman, E. F.	23	Corporal	Oct. 12, 1891	p	
15	Barrows, W. R.	31	Private	Mar. 30, 1891	p	
16	Bedbury, H. F.	23	Private	July 6, 1891	p	
17	Bacon, Grant	24	Private	Aug. 8, 1892	p	
18	Bicknell, Thos. W.	21	Private	June 5, 1893	p	
19	Backman, W. J.	25	Private	Dec. 18, 1893	p	
20	Bates, O. G.	22	Private	June 4, 1894	p	
21	Baston, J. J.	49	Private	Aug. 29, 1887	p	
22	Borse, W. R.	20	Private	June 18, 1894	p	
23	Curtiss, M. E.	23	Private	April 14, 1891	p	
24	Clarke, A. M.	18	Private	Oct. 8, 1894	p	
25	Cunningham, A. O.	27	Private	Nov. 5, 1894	p	On furl'o'h.
26	Evans, S. F.	19	Private	Oct. 1, 1894	p	
27	Fillmore, H. A.	22	Private	Feb. 16, 1891	p	
28	Fulcrut, S. G.	25	Private	Feb. 15, 1892	p	
29	Final, C. W.	24	Private	Nov. 21, 1892	p	
30	Fruen, W. L.	22	Private	Oct. 1, 1894	p	
31	Goddard, E. W.	43	Private	May 24, 1889	p	
32	Garcelon, M. D.	24	Private	Oct. 19, 1891	p	
33	Haines, R. N.	19	Private	Oct. 1, 1894	p	
34	Harrison, J. M.	21	Private	Feb. 15, 1892	p	
35	Harmson, M. E.	24	Private	Oct. 1, 1894	p	
36	Henjum, J. A.	22	Private	Oct. 22, 1894	p	
37	Johnson, F. W.	22	Private	Oct. 26, 1891	p	
38	Jennings, F. A.	20	Private	Oct. 1, 1894	p	
39	Johnson, H. W.	20	Private	Oct. 8, 1894	p	
40	King, W. G.	20	Private	April 2, 1894	p	
41	LeVescomte, E.	23	Private	Oct. 1, 1894	a	Absent without leave.
42	Leckley, M. L.	21	Private	Oct. 8, 1894	p	
43	McFarlane, R. A.	22	Private	Jan. 30, 1893	p	
44	McGuffin, W. E.	24	Private	Dec. 11, 1893	p	
45	McDowell, F. C.	21	Private	Oct. 1, 1894	p	
46	Malmstedt, C. H. E.	26	Private	Feb. 18, 1889	p	
47	Nolan, W. I.	22	Private	Feb. 22, 1892	p	
48	Nelson, W.	23	Private	Feb. 2, 1892	p	
49	Olmstead, L. L.	24	Private	Feb. 9, 1894	p	
50	Perry, C. M.	23	Private	Feb. 12, 1894	p	
51	Richardson, F. R.	28	Private	Mar. 7, 1893	p	
52	Robb, E. G.	21	Private	April 11, 1891	p	
53	Radcliff, J. C.	38	Private	Oct. 6, 1879	p	
54	Shepherd, F. J.	18	Private	Feb. 22, 1892	p	
55	Strauts, F. A.	23	Private	Jan. 9, 1893	p	
56	Salesman, T. J.	25	Private	Oct. 8, 1894	p	
57	Thompson, W. S.	13	Private	Mar. 29, 1886	p	
58	Thompson, C. E.	21	Private	Nov. 21, 1892	p	
59	Vanderwalker, E. B.	23	Private	Oct. 8, 1894	n	
60	Williams, F. H.	23	Private	April 9, 1894	p	
61	Whitcomb, O. J.	20	Private	Oct. 1, 1894	p	
62	Walling, L. A.	19	Private	April 16, 1895	p	

COMPANY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a	Remarks.
1	Diggles, Arthur M.	39	Captain	Mar. 10, 1891	p	
2	Johnson, Andrew L.	26	First Lieutenant	May 20, 1887	p	Veteran.
3	Rowley, Frank B.	25	Second Lieutenant	Dec. 7, 1888	p	Veteran.
4	Keller, Harry L.	25	First Sergeant	Feb. 25, 1890	p	Veteran.
5	Gardner, Wm. M.	23	Sergeant	Jan. 20, 1891	p	
6	Allen Charles A.	30	Sergeant	Mar. 22, 1892	p	
7	Miller, George A.	24	Sergeant	Nov. 24, 1891	p	
8	Erwin, Guy B.	23	Sergeant	Mar. 31, 1891	p	
9	Abrams, James L.	34	Corporal	May 28, 1889	p	Veteran.
10	Chapman, Jeffry S.	27	Corporal	April 14, 1891	p	
11	Gray, Charles.	42	Corporal	Feb. 18, 1891	p	
12	Ehlers, Charles A.	31	Corporal	Sept. 4, 1883	p	Veteran.
13	Law, Charles H.	24	Corporal	Sept. 19, 1893	p	
14	Goldblum, C. E.	23	Corporal	April 25, 1893	p	
15	Adrian, W. M.	22	Private	Mar. 13, 1894	p	
16	Bradley, E. R.	25	Private	April 13, 1895	p	
17	Beede, Guy F.	25	Musician	May 22, 1893	p	
18	Bruce, Carl.	20	Private	June 27, 1892	p	
19	Budge, A. F., Jr.	24	Private	Dec. 19, 1893	p	
20	Bradyn, Henry E.	21	Private	Mar. 26, 1895	p	
21	Brackett, Charles F.	19	Private	Mar. 26, 1895	p	
22	Church, Wm. H.	22	Private	Feb. 12, 1892	p	
23	Corey, John.	23	Private	Dec. 15, 1891	p	
24	Chant, James H.	26	Private	May 16, 1893	p	
25	Clark, E. R.	29	Private	Feb. 13, 1894	p	
26	Cosner, Leon A.	19	Private	May 1, 1894	p	
27	Carlton, C. H.	22	Private	April 14, 1891	p	
28	Chant, George E.	27	Private	Aug. 31, 1888	p	Veteran.
29	Davis, Harry R.	21	Private	Jan. 13, 1893	p	
30	Demarest, L. C.	21	Private	April 9, 1895	p	
31	Emory, Lindon K.	19	Private	Jan. 15, 1895	p	
32	Gustafson, Gustaf A.	29	Private	Mar. 3, 1891	p	
33	Horton, George B.	31	Private	July 30, 1889	p	Veteran.
34	Hemphill, A. C.	20	Private	May 16, 1893	p	
35	Higgins, Albert.	23	Private	Nov. 28, 1893	p	
36	Holstein, John.	25	Private	June 1, 1894	p	
37	Hahn, R. A.	31	Musician	Jan. 22, 1895	p	
38	Hummell, T. B.	31	Private	April 9, 1895	p	
39	Heiple, H. F.	42	Private	April 13, 1895	p	
40	Jorris, Albert.	24	Private	May 18, 1893	p	
41	Lavolette, Alphonse.	23	Private	April 5, 1892	p	
42	Lavine, Joseph.	26	Private	April 5, 1892	p	
43	Lyngaas, Henry A.	25	Private	June 13, 1893	p	
44	Lobb, Charles C.	23	Private	Mar. 26, 1895	p	
45	Lawlis, David.	19	Private	Mar. 26, 1895	p	
46	Meggison, C. J.	21	Private	May 16, 1893	p	
47	Moses, L. I.	31	Private	May 19, 1893	p	
48	Olson, O. F.	23	Private	Oct. 24, 1893	p	
49	Opsahl, H. S.	20	Private	Jan. 29, 1895	p	
50	Peterson, Frank J.	25	Private	May 28, 1889	p	
51	Pool, J. H.	25	Private	Mar. 7, 1893	p	
52	Pratt, R. I.	23	Private	Feb. 20, 1894	p	
53	Paulson, V. H.	19	Private	April 9, 1894	p	
54	Rickert, John A.	30	Private	June 23, 1891	p	
55	Rickert, Joseph.	24	Private	Aug. 22, 1892	p	
56	Roberts, B. W.	23	Private	April 11, 1893	p	
57	Richter, Fred A.	23	Private	May 19, 1893	p	
58	Rickert, W. Charles.	20	Private	Mar. 6, 1894	p	
59	Rees, W. H. D.	21	Private	Oct. 3, 1894	p	
60	Smith, Arthur L.	26	Private	May 19, 1893	p	
61	Sherk, Wm. Lee.	25	Private	May 19, 1893	p	
62	Sarbacker, F. W.	29	Private	Feb. 13, 1894	p	
63	Shakels, F. B.	24	Private	Mar. 6, 1894	p	
64	Strachan, J. C.	27	Private	April 9, 1894	p	
65	Stevens, Roy S.	19	Private	May 1, 1894	p	
66	Steffens, Peter C.	23	Private	April 9, 1895	p	
67	Stoehr, A. G.	21	Private	April 9, 1895	p	
68	Smith, A. H.	22	Private	April 13, 1895	p	
69	Towers, Charles W.	29	Private	May 19, 1893	p	
70	Thompson, H. F.	23	Private	Feb. 12, 1895	p	
71	Valencour, H. J.	27	Private	April 2, 1895	p	
72	Woolsey, C. A.	20	Private	May 18, 1892	p	
73	Wallace, Harry.	28	Private	Jan. 15, 1895	p	
74	Whetstone, R. J.	22	Private	April 9, 1895	p	
75	Whittier, Samuel S., Jr.	27	Private	April 13, 1895	p	

COMPANY C.

No.	Names.	Age.	Rank.	Date of Enlistment.	por.	Remarks.
1	Robinson, Noyes C.....	24	Captain	Mar. 4, 1889	p	Veteran.
2	Perkins, Warren M.....	31	First Lieutenant.....	April 21, 1890	p	
3	Bunker, Clarence G.....	24	Second Lieutenant.....	Dec. 1, 1890	p	
4	Fisher, Allan S.....	22	First Sergeant.....	April 6, 1891	p	
5	Snow, John F.....	22	Second Sergeant.....	Jan. 18, 1892	p	
6	Richardson, Charles D.....	22	Third Sergeant.....	Dec. 5, 1895	p	
7	Warner, Haven H.....	23	Fourth Sergeant.....	July 27, 1892	p	
8	Smiley, Wm. C.....	23	Fifth Sergeant.....	June 12, 1893	p	
9	Gillillan, Percy K.....	22	Corporal	Jan. 16, 1893	p	
10	Wood, Albert B.....	36	Corporal	April 14, 1890	p	
11	Simonds, Edwin R.....	23	Corporal	June 29, 1890	p	
12	White, Arthur B.....	23	Corporal	Oct. 27, 1890	p	
13	Smethurst, John M.....	28	Corporal	Oct. 8, 1894	p	Absent without leave.
14	Bobleter, Edward J.....	21	Corporal	April 3, 1893	p	
15	Brownell, Lyle R.....	20	Musician	July 2, 1894	a	
16	Ahern, John.....	24	Private	Oct. 16, 1893	p	
17	Austin, James S.....	20	Private	July 2, 1894	p	Veteran. Absent, with't lv.
18	Bushnell, Fred A.....	23	Private	Feb. 15, 1892	p	
19	Beaudin, Emery A.....	23	Private	April 28, 1893	p	
20	Baron, Louis E.....	33	Private	Oct. 24, 1887	a	
21	Bennett, Harry H.....	24	Private	April 1, 1895	p	Absent without leave.
22	Breed, Francis R.....	19	Private	April 1, 1895	p	
23	Crowther, Charles D.....	20	Private	Jan. 23, 1893	a	
24	Crandall, Eugene B.....	23	Private	Oct. 18, 1893	p	
25	Dorsey, Robert A.....	23	Private	June 20, 1892	p	Veteran.
26	Fisher, Charles D.....	24	Private	May 16, 1892	p	
27	Fockler, Louis H.....	19	Private	Oct. 22, 1894	p	
28	Hildebrand, James C.....	36	Private	June 7, 1886	p	
29	Hill, John S.....	23	Private	Sept. 5, 1892	p	
30	Hanson, John A.....	26	Private	April 18, 1891	p	
31	Irlan, Robert.....	22	Private	April 13, 1895	p	
32	Lee, Lester L.....	27	Private	Dec. 1, 1890	p	
33	Leonard, Frederick P.....	20	Private	May 1, 1893	p	
34	Lewis, William W.....	19	Private	July 2, 1894	p	
35	McCue, Vincent.....	23	Private	Nov. 14, 1892	p	
36	Merrill, Frank H.....	22	Private	Jan. 4, 1892	p	
37	Martin, Harry L.....	25	Private	Jan. 19, 1893	p	
38	McLean, Edward N.....	18	Private	April 1, 1895	p	
39	Nagel, William E.....	24	Private	June 27, 1892	p	
40	Napier, William A.....	22	Private	Mar. 27, 1893	p	
41	O'Brien, Richard D.....	22	Private	Sept. 24, 1894	p	
42	Parmerter, John S.....	21	Private	Aug. 5, 1893	p	
43	Phillips, John L.....	21	Private	April 13, 1895	p	
44	Robinson, Fred C.....	22	Private	Sept. 24, 1894	p	
45	Smith, Milton A.....	23	Private	Jan. 12, 1891	p	
46	Smith, Terrell E.....	23	Private	May 4, 1890	p	
47	Schaffer, Otto.....	23	Private	July 7, 1892	p	
48	Steinbach, Henry J.....	26	Private	May 8, 1893	p	
49	Strutzel, Joseph J.....	20	Private	May 12, 1893	p	
50	Sheppard, George K.....	20	Private	Sept. 18, 1893	p	
51	Schaler, Gustav C.....	25	Private	Mar. 5, 1894	p	
52	Stout, J. Harrold.....	19	Private	April 1, 1895	p	
53	Vogtli, Frank J.....	20	Private	June 6, 1893	p	
54	Vant Aul, John C.....	21	Private	Nov. 5, 1894	p	
55	Williams, Frank A.....	27	Private	April 21, 1890	p	
56	Watson, William G.....	21	Private	Nov. 14, 1892	p	
57	Wood, James U.....	25	Private	July 7, 1892	p	

COMPANY D.

No.	Names.	Age.	Rank.	Date of Enlistment	por a	Remarks.
1	Bean, Ed. S.	48	Captain	April 24, 1881	p	
2	Metz, Chas. E.	34	First Lieutenant	July 21, 1881	p	
3	Merrill, Mil L.	34	Second Lieutenant	Sept. 28, 1881	p	
4	Tennoorde, H. W.	41	First Sergeant	May 21, 1881	p	
5	Haupt, Fred H.	32	Second Sergeant	Jan. 25, 1883	p	
6	Kahlert, Alex J.	29	Third Sergeant	Jan. 31, 1884	p	
7	Blodgett, Geo. R.	39	Fourth Sergeant	June 7, 1883	p	
8	O'Leary, Thos. J.	31	Fifth Sergeant	Feb. 24, 1886	p	
9	Guenther, Jno. B.	36	Corporal	Jan. 16, 1882	p	
10	Bookstaver, Geo. C.	24	Corporal	Mar. 25, 1882	p	
11	Kroh, Jno. H.	23	Corporal	Mar. 1, 1890	p	
12	Ernst, Arthur A.	21	Corporal	Jan. 20, 1892	p	
13	Delude, John.	26	Corporal	Sept. 15, 1887	p	
14	Krembs, F. E.	28	Corporal	Nov. 23, 1893	p	
15	Allen, Wm. H.	34	Musician	April 24, 1881	p	
16	Ainey, T. H.	21	Private	Mar. 22, 1892	p	
17	Affleck, Chas. H.	19	Private	May 16, 1893	p	
18	Baker, Harry A.	23	Private	Jan. 5, 1893	p	
19	Biggerstaff, J. H.	24	Private	Mar. 28, 1893	p	
20	Bennett, J. C.	27	Private	Sept. 14, 1893	p	
21	Chester, B. R.	23	Private	June 20, 1891	p	
22	Childs, Hugh.	24	Private	Feb. 8, 1894	p	
23	Claypool, W. D.	27	Private	Jan. 11, 1894	p	Furlough.
24	Deggendorf, Jos.	39	Private	Feb. 16, 1888	p	
25	Eckles, Geo. W.	38	Private	May 1, 1884	p	
26	Eisele, Louis.	26	Private	Mar. 31, 1892	p	
27	Ehmantraut, Wm.	27	Private	Oct. 5, 1888	p	
28	Fee, Chas. W.	17	Private	June 14, 1894	p	
29	Gilndmeyer, Ed A.	27	Private	Feb. 21, 1888	p	
30	Gran, Lando T.	24	Private	Mar. 31, 1892	p	
31	Gorman, J. F.	23	Private	Mar. 10, 1892	p	
32	Hills, Sylvester.	19	Private	Feb. 8, 1894	p	
33	Herges, Nich.	27	Private	May 16, 1889	p	
34	Henninger, Paul E.	26	Private	Mar. 31, 1892	p	
35	Hoffman, Carl F.	32	Private	May 12, 1892	p	
36	Henschel, Albert W.	20	Private	Mar. 30, 1893	p	
37	Hallihan, D. J.	24	Private	Oct. 1, 1893	p	
38	Itner, Chas. A.	24	Private	Mar. 9, 1893	p	
39	Jerrard, E. H.	25	Private	Mar. 28, 1893	p	
40	Jackson, Geo. C.	23	Private	Jan. 24, 1893	p	
41	Johnson, Gates A.	36	Private	April 24, 1881	p	
42	Knocke, Harry V.	23	Private	Jan. 5, 1893	p	
43	King, Walter T.	21	Private	May 22, 1893	p	
44	Lenihan, P. J.	34	Private	Nov. 6, 1887	p	
45	Lange, Fred P.	22	Private	May 3, 1894	p	
46	Lange, Edw. C.	21	Private	Feb. 15, 1895	p	
47	Maxwell, W. A.	36	Private	Jan. 29, 1890	p	
48	Maxwell, Edw. G.	29	Private	Mar. 30, 1893	p	
49	Merrill, E. E.	34	Private	July 1, 1891	p	
50	Madigan, Pat.	29	Private	Mar. 31, 1892	p	
51	Middents, G. W.	25	Private	May 9, 1892	p	
52	Miss, Lewis C.	22	Private	July 1, 1892	p	
53	McManus, T. D.	26	Private	Oct. 1, 1893	p	
54	Moore, Ulysses G.	23	Private	May 10, 1894	p	
55	Meyer, O. F.	22	Private	Mar. 28, 1895	p	
56	Porter, Jas. P.	27	Private	April 18, 1889	p	
57	Peters, Frank H.	28	Private	Mar. 3, 1892	p	
58	Perry, B. L.	33	Private	April 5, 1893	p	
59	Pohler, Gus.	24	Private	Mar. 9, 1893	p	
60	Ryder, Wm.	27	Private	June 21, 1889	p	
61	Russell, Howard.	32	Private	Feb. 19, 1891	p	
62	Ryno, Fred A.	32	Private	Mar. 31, 1892	p	
63	Rice, H. G.	24	Private	Aug. 31, 1893	p	
64	Shubert, N. F.	28	Private	May 14, 1889	p	
65	Sherod, W. H.	27	Private	Feb. 19, 1891	p	
66	Schulze, Geo. G.	23	Private	Sept. 6, 1892	p	
67	Sobotka, Otto.	19	Private	May 14, 1894	p	
68	Tubesing, Louis H.	25	Private	Jan. 7, 1892	p	
69	Watkins, C. E.	28	Private	April 7, 1885	p	
70	Ward, Ellwood W.	36	Private	June 1, 1893	p	

COMPANY E.

No.	Names.	Age.	Rank.	Date of Enlistment.	para.	Remarks.
1	Henry Bork.....	31	Captain	July 7, 1885	p	
2	Charles T. Spear.....	26	First Lieutenant.....	Mar. 15, 1887	p	
3	Charles R. Trowbridge...	29	Second Lieutenant.....	Mar. 2, 1886	p	
4	Charles A. Clark.....	30	First Sergeant.....	Feb. 19, 1884	p	
5	Edward D. Walker.....	28	Second Sergeant.....	April 23, 1886	p	
6	Peter J. Metzendorf.....	26	Third Sergeant.....	Mar. 29, 1887	p	
7	Frank G. Bouchein.....	26	Fourth Sergeant.....	April 14, 1891	p	
8	Herbert D. Spoor.....	28	Fifth Sergeant.....	April 6, 1892	p	
9	John W. Finehout.....	21	First Corporal.....	Mar. 22, 1892	p	
10	Albert L. Wagner.....	24	Second Corporal.....	Feb. 17, 1891	p	
11	Francis C. Grossman.....	34	Third Corporal.....	April 15, 1892	p	
12	Harry E. Goldthrite.....	24	Fourth Corporal.....	Oct. 18, 1892	p	
13	Otto Harmerbocher.....	21	Fifth Corporal.....	Nov. 11, 1892	p	
14	Willis J. Wood.....	22	Sixth Corporal.....	Oct. 18, 1892	p	
15	John C. McCarthy.....	35	Musician	Mar. 24, 1891	p	
16	George C. Stevens.....	36	Musician	Oct. 11, 1892	p	
17	Anderson, Peter.....	20	Private	Jan. 9, 1894	p	
18	Beaudin, Zotique.....	25	Private	May 23, 1893	p	
19	Bircher, George S.....	25	Private	Dec. 19, 1893	p	
20	Bowen, Herbert N.....	23	Private	Oct. 20, 1891	p	
21	Brady, Richard.....	27	Private	May 12, 1891	p	
22	Brandhorst, J. H.....	25	Private	May 16, 1893	p	
23	Brandhorst, H. H.....	22	Private	Dec. 6, 1893	p	
24	Bremer, Wm. F.....	51	Private	Mar. 29, 1887	p	
25	Bunker, Russell S.....	18	Private	Mar. 12, 1895	p	
26	Cameron, Albert.....	21	Private	April 20, 1895	p	
27	Carleton, Mathew M.....	18	Private	April 16, 1895	p	
28	Carleton, Wm. Scott.....	19	Private	Oct. 2, 1894	p	
29	Cavanagh, S. J.....	26	Private	Feb. 15, 1887	p	
30	Cedarbloom, Theo. V.....	28	Private	Feb. 28, 1893	p	
31	Cerney, Frank C.....	25	Private	Jan. 7, 1890	p	
32	Collins, James A.....	18	Private	Oct. 23, 1894	p	
33	Daman, Frederick L.....	35	Private	Dec. 19, 1882	p	
34	Dampier, Wm. E.....	21	Private	April 5, 1892	p	
35	Egan, Wm. B.....	25	Private	Jan. 6, 1891	p	
36	Egan, Thomas J.....	22	Private	Sept. 20, 1892	p	
37	Fernald, Thomas C., Jr.....	22	Private	Mar. 12, 1895	p	
38	Finehout, Charles H.....	34	Private	April 21, 1891	p	
39	Fischer, John J.....	28	Private	Oct. 7, 1890	p	
40	Flanagan, John F.....	25	Private	Oct. 11, 1892	p	
41	Gerber, Charles.....	22	Private	May 16, 1893	p	
42	Goldthrite, George A.....	25	Private	Oct. 18, 1892	p	
43	Good, Edward E.....	27	Private	April 12, 1887	p	
44	Graham, Wm. B.....	22	Private	Feb. 17, 1891	p	
45	Grewe, Edward H.....	21	Private	April 25, 1893	p	
46	Gronewold, Arthur E.....	24	Private	Oct. 18, 1892	p	
47	Grossman, Wm. F.....	22	Private	Mar. 22, 1892	p	
48	Hatton, Harcourt.....	21	Private	April 16, 1895	p	
49	Johnson, J. B.....	19	Private	Nov. 20, 1894	p	
50	Klabunde, August.....	18	Private	Sept. 18, 1894	p	
51	Koontz, Walter W.....	25	Private	Nov. 14, 1893	p	
52	Kuhlmann, Wm. H.....	30	Private	July 21, 1891	p	
53	Lahiff, Thomas J.....	20	Private	April 22, 1895	p	
54	Lavalle, John R.....	29	Private	Mar. 10, 1891	p	
55	Leidencker, Jacob M.....	32	Private	June 27, 1893	p	
56	McKay, Wm. Liddell.....	26	Private	Nov. 22, 1892	p	
57	Maas, John C.....	24	Private	May 7, 1890	p	
58	Mitchell, Mert M.....	26	Private	May 23, 1893	p	
59	Moberg, Charles A.....	27	Private	April 11, 1888	p	
60	Montgomery, Harry T.....	18	Private	April 20, 1895	p	
61	Montgomery, Wm. C.....	29	Private	April 10, 1894	p	
62	Munch, Gustave.....	19	Private	Mar. 6, 1894	p	
63	Palmer, Willis S.....	27	Private	Oct. 11, 1892	p	
64	Picha, Louis J.....	19	Private	April 16, 1895	p	
65	Pusch, Peter.....	18	Private	July 21, 1891	p	
66	Ridler, James.....	29	Private	Mar. 3, 1891	p	
67	Roberts, Albert J.....	28	Private	Feb. 18, 1893	p	
68	Setterlof, B. Emil.....	25	Private	April 17, 1895	p	
69	Slocum, Ralph L.....	27	Private	April 21, 1891	p	
70	Smith, William G.....	23	Private	Mar. 26, 1895	p	
71	Smolensky, John C., Jr.....	19	Private	April 3, 1894	p	
72	Talkey, George Casper.....	24	Private	June 3, 1894	p	
73	Treanor, Frank Woods.....	21	Private	Nov. 15, 1892	p	
74	Webster, Robert T.....	27	Private	Nov. 25, 1892	p	
75	Zimmerman, Albert.....	24	Private	Jan. 10, 1893	p	
76	Zschau, Louis.....	21	Private		p	

good of
service.

COMPANY F.

No.	Names.	Age.	Rank.	Date of Enlistment.	para.	Remarks.
1	S. H. Vowell.....	33	Captain	Dec. 28, 1892	p	
2	C. J. Robedeau.....	26	First Lieutenant.....	Oct. 6, 1889	p	
3	J. W. Cooke.....	25	Second Lieutenant.....	July 13, 1894	p	
4	C. W. Clark.....	26	Sergeant.....	Nov. 18, 1893	p	
5	F. A. Clarke.....	19	Sergeant.....	Mar. 12, 1892	p	
6	J. B. Stafford.....	18	Sergeant.....	July 4, 1892	p	
7	C. F. Cool.....	19	Sergeant.....	Feb. 27, 1892	p	
8	W. A. Cole.....	44	Sergeant.....	Dec. 19, 1891	p	
9	M. R. McArdell.....	27	Corporal.....	May 23, 1891	p	
10	Harry Morris.....	21	Corporal.....	May 12, 1891	p	
11	W. C. Mueller.....	19	Corporal.....	Nov. 11, 1893	p	
12	C. N. Clark.....	23	Corporal.....	April 20, 1894	p	
13	W. A. Hatcher.....	25	Corporal.....	Dec. 2, 1893	p	
14	F. M. Elms.....	28	Corporal.....	Nov. 9, 1892	p	
15	Anderson, A.....	22	Private.....	Mar. 26, 1892	p	
16	Allen, H. C.....	22	Private.....	May 18, 1893	p	
17	Blumberg, H.....	18	Private.....	April 23, 1894	p	
18	Brandon, C. W.....	22	Private.....	April 26, 1894	p	
19	Boehmle, C. W.....	19	Private.....	Mar. 29, 1895	p	
20	Beebe, H. W.....	20	Private.....	May 7, 1894	p	
21	Brezee, C. G.....	22	Private.....	Oct. 19, 1894	p	
22	Blood, A. D.....	18	Private.....	Mar. 1, 1895	p	
23	Cook, J. H.....	19	Private.....	May 5, 1894	p	
24	Coykendall, G. H.....	19	Private.....	Oct. 5, 1894	p	
25	Chamberlain, H.....	20	Private.....	Dec. 14, 1894	p	
26	Cool, John.....	18	Private.....	Jan. 25, 1895	p	
27	Carleton, A. W.....	22	Private.....	May 18, 1893	p	
28	Collins, Charles.....	19	Private.....	April 24, 1895	p	
29	Davis, C. E.....	24	Private.....	July 22, 1893	p	
30	Detschler, A. L.....	25	Private.....	Nov. 23, 1894	p	
31	DeLaine, C. E.....	20	Private.....	Feb. 13, 1895	p	
32	Ferguson, John.....	19	Private.....	May 12, 1891	p	
33	Flaskord, O.....	19	Private.....	Sept. 23, 1893	p	
34	Farr, E. E.....	19	Private.....	May 18, 1893	p	
35	Gray, R. A.....	18	Private.....	April 20, 1894	p	
36	Grear, F. M.....	19	Private.....	May 18, 1894	p	
37	Gilbert, C. F.....	22	Private.....	Oct. 19, 1894	p	
38	Ham, J. L.....	20	Private.....	Mar. 29, 1895	p	
39	Hutchins, L.....	26	Private.....	April 24, 1895	p	
40	Hewitt, J. E.....	18	Private.....	April 24, 1895	p	
41	Jackson, G. W.....	20	Private.....	July 13, 1894	p	
42	Kall, J. P.....	21	Private.....	July 13, 1894	p	
43	Kersten, C. F.....	19	Private.....	Feb. 6, 1895	p	
44	Larson, A.....	23	Private.....	Mar. 23, 1894	p	
45	Lindgren, C. A.....	22	Private.....	May 4, 1894	p	
46	Laible, E. F.....	18	Private.....	Aug. 26, 1893	p	
47	Liebelt, E. R.....	21	Private.....	April 24, 1895	p	
48	Lambie, Charles.....	18	Private.....	Nov. 4, 1893	a	Absent without leave.
49	Mallan, A.....	19	Private.....	Mar. 29, 1895	p	
50	Merrill, H. E.....	22	Private.....	Sept. 12, 1894	p	
51	McDowell, N. V.....	47	Private.....	May 23, 1890	p	
52	McGinty, R. E.....	19	Private.....	Oct. 5, 1894	p	
53	McGinn, John.....	22	Private.....	Mar. 29, 1895	p	
54	Nelson, Frank.....	19	Private.....	Oct. 19, 1894	p	
55	Peterson, O. G.....	19	Private.....	Mar. 26, 1892	p	
56	Princell, G. A.....	18	Private.....	Oct. 5, 1894	p	
57	Powers, A. A.....	33	Private.....	May 18, 1893	p	
58	Rice, F. E.....	27	Private.....	Feb. 1, 1895	p	
59	Raymond, L. B.....	20	Private.....	April 7, 1894	p	
60	Ross, C. L.....	18	Private.....	May 4, 1894	a	Furlough.
61	Ross, K. L.....	23	Private.....	May 7, 1894	a	
62	Robinson, D.....	52	Private.....	May 24, 1894	p	
63	Ryder, J. A.....	19	Private.....	Feb. 1, 1895	p	
64	Smith, M. Z.....	23	Private.....	June 22, 1891	p	
65	Smith, C. H.....	18	Private.....	Jan. 4, 1895	p	
66	Steward, W. A.....	18	Private.....	April 7, 1893	p	
67	Sears, W. H.....	18	Private.....	May 25, 1894	p	
68	Sorenson, J.....	19	Private.....	Dec. 3, 1892	p	
69	Stone, C. L.....	18	Private.....	April 18, 1892	p	
70	Willer, F. A.....	18	Private.....	Mar. 16, 1894	p	
71	Williams, L. C.....	18	Private.....	April 9, 1894	p	
72	Warren, E. D.....	18	Private.....	April 28, 1894	p	
73	Wallace, F.....	27	Private.....	June 29, 1894	p	
74	Walsh, John.....	19	Private.....	Jan. 4, 1895	p	

COMPANY G.

No.	Names.	Age.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Frederich, J. H.	25	Captain	Mar. 1, 1887	p	
2	Seeback, O. F.	27	First Lieutenant.	Feb. 24, 1888	p	
3	Morley, F. A.	25	Second Lieutenant.	Dec. 19, 1888	p	
4	Danielson, Arthur.	26	Sergeant	Feb. 2, 1887	p	
5	Loye, John N.	21	Sergeant	Nov. 9, 1892	p	
6	Mellinger, E. S.	24	Sergeant	Jan. 11, 1893	p	
7	Bundley, Martin.	32	Sergeant	Oct. 30, 1889	p	
8	Enz, Edward.	26	Sergeant	Jan. 29, 1889	p	
9	Burnson, Charles.	23	Corporal	April 12, 1890	p	
10	Martinson, Frank.	21	Corporal	May 14, 1890	p	
11	Gleason, Joseph.	20	Corporal	Feb. 8, 1893	p	
12	Wintervold, Ole	33	Corporal	Feb. 20, 1889	p	
13	Anderson, Axel.	25	Corporal	Feb. 24, 1888	p	
14	Johnson, William.	22	Corporal	Feb. 1, 1893	p	
15	Scott, Wilbur.	21	Musician	April 13, 1892	p	
16	Pitchea, Charles.	22	Musician	Dec. 19, 1894	a	Without leave.
17	Anderson, Leonard.	23	Private	Feb. 24, 1892	p	
18	Appenzeller, Jacob.	26	Private	Dec. 15, 1892	p	
19	Ark, Axel.	23	Private	Dec. 15, 1892	p	
20	Ahleis, Charles A.	24	Private	Feb. 1, 1893	p	
21	Beckmark, Charles E.	25	Private	Feb. 24, 1888	p	
22	Brown, W. P.	29	Private	June 1, 1890	p	
23	Buell, George W.	19	Private	Mar. 23, 1894	p	
24	Becker, August.	20	Private	April 1, 1894	p	
25	Danielson, Edward.	20	Private	Mar. 23, 1894	p	
26	Dahlstrom, William.	19	Private	Feb. 20, 1895	a	Without leave.
27	Ericson, George.	21	Private	April 13, 1892	p	
28	Ericson, Frank.	20	Private	Dec. 21, 1892	p	
29	Ericson, Charles.	21	Private	Jan. 11, 1893	p	
30	Erb, Ed.	29	Private	Mar. 23, 1894	p	
31	Erb, William.	25	Private	Mar. 23, 1894	p	
32	Fladvad, Ole J.	24	Private	Feb. 11, 1895	p	
33	Gove, Walter H.	18	Private	May 1, 1895	p	
34	Heglund, Conrad F.	21	Private	Dec. 21, 1892	p	
35	Harlow, Edward.	19	Private	Feb. 11, 1895	p	
36	Hall, S. S.	35	Private	May 1, 1895	p	
37	Julsrud, Ludwig O.	33	Private	Dec. 4, 1889	p	
38	Jellineck, Joseph L.	20	Private	July 1, 1893	p	
39	Johnson, Victor.	19	Private	Mar. 23, 1894	p	
40	Johnson, John E.	19	Private	April 1, 1894	p	
41	James, William A.	19	Private	Feb. 11, 1895	p	
42	Jones, Henry W.	18	Private	Feb. 27, 1895	p	
43	Kappel, Albert J.	30	Private	Nov. 11, 1891	p	
44	Kliest, Fred A.	24	Private	Feb. 3, 1890	p	
45	Kolberg, Thomas A.	22	Private	Dec. 16, 1891	p	
46	Kliest, Charles A.	22	Private	Dec. 16, 1891	p	
47	Kirn, Charles John.	21	Private	Jan. 11, 1893	p	
48	Kjellstrum, Andrew R.	25	Private	Dec. 1, 1893	p	
49	Kruger, Henry.	26	Private	Nov. 1, 1894	p	
50	Lindberg, Victor Carl	20	Private	Dec. 21, 1892	p	
51	Lundquist, Sidney S.	21	Private	Mar. 23, 1894	p	
52	Lindberg, Felix.	25	Private	Mar. 23, 1894	p	
53	Lovegren, John A.	23	Private	Feb. 11, 1895	p	
54	Larson, Hans.	22	Private	Feb. 25, 1895	p	
55	Lundquist, Anon V.	18	Private	May 1, 1895	p	
56	Nordley, Martin	25	Private	Oct. 24, 1893	p	
57	Neill, Edmund P.	18	Private	May 1, 1895	p	
58	Olson, Oscar.	25	Private	Dec. 5, 1888	p	
59	Opsal, Olof A.	34	Private	May 1, 1895	p	
60	Phillips, W.	23	Private	Dec. 16, 1891	a	Without leave.
61	Peterson, Axel	23	Private	April 1, 1894	p	
62	Roek, Ludwig.	21	Private	Dec. 1, 1893	p	
63	Reckner, Carl.	22	Private	Mar. 23, 1894	p	
64	Seeback, Jacob.	21	Private	Jan. 20, 1892	p	
65	Severance, Ira.	26	Private	Feb. 1, 1894	p	
66	Skoglund, Edward L.	19	Private	Mar. 23, 1894	p	
67	Swanson, Theodore.	22	Private	Mar. 23, 1894	p	
68	Simmons, Alfred.	20	Private	May 1, 1894	p	
69	Tiedeman, Henry.	24	Private	Feb. 24, 1892	p	
70	Thor, Carl.	20	Private	Feb. 11, 1895	p	
71	Woodcock, Charles.	21	Private	June 24, 1893	p	
72	Weiss, William.	25	Private	Mar. 1, 1887	p	
73	Wendler, Charles A.	22	Private	May 1, 1895	p	

COMPANY H.

No.	Names.	Age.	Rank.	Date of Enlistment.	p o r a	Remarks.
1	Montfort, Eugene C.	28	Captain		p	
2	Hardy, John C.	27	First Lieutenant		p	
3	Daly, George T.	26	Second Lieutenant		p	
4	Mattson, Peter.	33	First Sergeant	Mar. 2, 1892	p	
5	Peterson, Peter.	23	Sergeant	Mar. 19, 1890	p	
6	Holton, Albert.	38	Sergeant	April 26, 1891	p	
7	Larson, Andrew.	23	Sergeant	Mar. 11, 1891	p	
8	Schwartz, Frank M.	25	Sergeant	Feb. 24, 1890	p	
9	Sauter, Frank.	22	Corporal	Sept. 7, 1892	p	
10	Whitney, David H.	21	Corporal	Sept. 7, 1892	p	
11	Lewis, William F.	26	Corporal	Sept. 20, 1892	p	
12	Prinzing, Daniel.	27	Corporal	Mar. 5, 1890	p	
13	Bjornstad, William.	20	Corporal	April 4, 1894	p	
14	LaRose, Victor.	20	Corporal	Feb. 7, 1894	p	
15	Dow, Louis F.	18	Private	Mar. 29, 1895	p	
16	Ward, Ignatius.	18	Private	Mar. 27, 1895	p	
17	Beckstrom, Andrew.	30	Private	Nov. 11, 1891	a	Absent
18	Benesch, Frank.	21	Private	April 6, 1892	p	without
19	Bereiter, Edwin.	21	Private	Sept. 29, 1892	p	leave.
20	Berrisford, Thomas A.	18	Private	Mar. 29, 1895	p	
21	Bjerring, August E.	33	Private	Feb. 14, 1894	p	
22	Bjornstad, Herman J.	18	Private	July 6, 1894	p	
23	Bjornstad, John O.	30	Private	Feb. 24, 1890	p	
24	Clancy, Luke M.	20	Private	April 26, 1893	p	
25	Callan, Frank L.	26	Private	June 27, 1892	a	Absent
26	Daly, Harry J.	21	Private	April 26, 1893	p	without
27	Dee, Lewis F.	18	Private	Mar. 2, 1895	p	leave.
28	Dowse, Henry F.	24	Private	Dec. 11, 1893	p	
29	Farley, Edward P.	28	Private	Mar. 2, 1895	p	
30	Grindley, William C.	26	Private	Mar. 2, 1895	p	
31	Heckel, William.	22	Private	Sept. 12, 1892	p	
32	Hill, Reuben D.	28	Private	Jan. 11, 1894	a	Absent
33	Hornsby, Henry John.	20	Private	Mar. 14, 1894	p	without
34	Jansen, Walter H.	22	Private	Jan. 7, 1891	p	leave.
35	Jensen, William S.	21	Private	April 4, 1894	a	Absent
36	Johnson, John.	34	Private	Nov. 11, 1891	p	without
37	Keil, Ernest	24	Private	Dec. 2, 1891	p	leave.
38	Lambert, Leon J.	20	Private	June 14, 1893	p	
39	Larson, William T.	23	Private	June 15, 1892	a	Absent
40	Leslie, James.	20	Private	June 11, 1894	p	without
41	Lindgren, Andrew.	22	Private	Mar. 2, 1895	p	leave.
42	McCreight, J. C.	25	Private	Feb. 24, 1895	p	
43	McCreight, J. R.	23	Private	Feb. 24, 1895	p	
44	McMillan, F. R.	20	Private	April 28, 1893	p	
45	Marsden, Horatio H.	23	Private	Feb. 24, 1890	p	
46	Mead, Darwin H.	19	Private	Mar. 1, 1894	p	
47	Newbury, William H.	25	Private	April 29, 1891	p	
48	Peterson, Daniel.	21	Private	Jan. 12, 1894	p	
49	Prinzing, Daniel.	21	Private	April 12, 1895	p	
50	Reynolds, Roy G.	20	Private	Sept. 6, 1893	p	
51	Sandberg, Nels.	27	Private	Mar. 16, 1892	p	
52	Schwartz, A. P.	23	Private	Mar. 5, 1890	p	
53	Sharood, Fred C.	20	Private	Sept. 22, 1893	p	
54	Shogren, Albert J.	22	Private	July 6, 1894	p	
55	Simon, Theodore	22	Private	Jan. 15, 1894	p	
56	Simons, Robert H.	18	Private	April 9, 1895	p	
57	Simons, William R.	18	Private	April 12, 1895	p	
58	Smith, Lloyd T.	23	Private	Aug. 6, 1891	p	
59	Swarthing, Archie F.	25	Private	May 13, 1891	a	Absent
60	Thompson, Louis C.	20	Private	Mar. 2, 1895	p	without
61	Trosen, Frank.	24	Private	Feb. 17, 1892	p	leave.
62	West, Charles R.	23	Private	May 9, 1894	p	
63	Younghous, Oscar F.	25	Private	April 19, 1893	p	

COMPANY I.

No.	Names.	Age.	Rank.	Date of Enlistment.	p or a.	Remarks.
1	Frank T. Corrison.....	27	Captain	April 14, 1889	p	
2	Charles W. Cartwright...	31	First Lieutenant	June 5, 1889	p	
3	George N. Gage.....	31	Second Lieutenant.....	Feb. 5, 1890	p	
4	Rogers, Albion & Q.....	33	First Sergeant.....	April 29, 1891	p	
5	Andrews, James C.....	27	Second Sergeant.....	May 13, 1891	p	
6	Smith, Alfred H.....	25	Third Sergeant.....	May 13, 1891	p	
7	Haseltine, Eugene R.....	26	Fourth Sergeant.....	Nov. 18, 1891	p	
8	Wallace, Charles S.....	29	Fifth Sergeant.....	May 30, 1891	p	
9	Chambers, John F.....	21	Corporal.....	May 11, 1892	p	
10	Hume, Roger S.....	24	Corporal.....	Sept. 21, 1892	p	
11	Tipple, Albert B.....	22	Corporal.....	May 12, 1893	p	
12	Byrnes, William J.....	22	Corporal.....	Oct. 19, 1893	p	
13	Christian, William P.....	19	Corporal.....	Jan. 17, 1894	p	
14	Achard, George W.....	28	Private.....	Sept. 21, 1892	p	
15	Amundson, William N.....	24	Private.....	May 26, 1894	p	Has served
16	Andrews, Edson J.....	25	Private.....	April 3, 1895	p	5 years in
17	Berglund, Albert C.....	25	Private.....	Feb. 20, 1895	p	this state
18	Bond, Charles E.....	30	Private.....	April 29, 1891	p	in Co. I,
19	Boyle, John.....	21	Private.....	Dec. 14, 1892	p	2d Reg't.,
20	Briggs, John H.....	31	Private.....	June 12, 1889	p	and Co. C
21	Briggs, Otis H.....	36	Private.....	June 12, 1889	p	1st Reg't.,
22	Buffington, Alvin L.....	25	Private.....	May 12, 1893	p	prior to
23	Buffington, Edward E.....	19	Private.....	June 24, 1894	p	enlistm't.
24	Cole, Richard M.....	23	Private.....	Mar. 8, 1893	p	
25	Caykendall, Gustus A.....	22	Private.....	June 21, 1893	p	
26	Crockett, Leon C.....	18	Private.....	April 23, 1895	p	
27	Dickens, Edward.....	23	Private.....	April 11, 1894	p	
28	Dacherty, Daniel F.....	29	Private.....	Sept. 20, 1893	p	
29	Dyer, Harry B.....	19	Private.....	Feb. 28, 1894	p	
30	Dunn, Ernest A.....	18	Private.....	Mar. 20, 1895	p	
31	Ege, Benjamin A.....	24	Private.....	June 21, 1893	p	
32	Fairchild, George N.....	20	Private.....	May 2, 1894	p	
33	Fifield, James C.....	26	Private.....	June 21, 1891	p	
34	Finnegan, Edward A.....	19	Private.....	April 4, 1894	p	
35	Fisher, Leon F.....	19	Private.....	Feb. 28, 1894	p	
36	Gable, John F.....	25	Private.....	June 24, 1891	p	
37	Holbrook, Arthur D.....	20	Private.....	April 4, 1894	p	
38	Hoy, Frank P.....	21	Private.....	Feb. 13, 1895	p	
39	Jeffries, Albert J.....	21	Private.....	Mar. 27, 1895	p	
40	Jones, Elwyn G.....	23	Private.....	Oct. 7, 1891	p	
41	Kellogg, Fred B.....	25	Private.....	Mar. 10, 1892	p	
42	Kennedy, Harry S.....	30	Private.....	April 15, 1891	p	Furlough
43	Langdon, Ernest W.....	19	Private.....	Jan. 17, 1894	p	Dec. 1, '92
44	London, William S.....	25	Private.....	Nov. 2, 1892	p	to Feb.
45	McDermid, Reuben R.....	22	Private.....	April 17, 1895	p	20, '93.
46	McGrory Edwin L.....	22	Private.....	Feb. 3, 1892	p	
47	Matson, Frank W.....	21	Private.....	Sept. 27, 1893	p	
48	Murnane, Edmond B.....	27	Private.....	Nov. 16, 1892	p	
49	Norton, Edgar J.....	22	Private.....	May 10, 1893	p	Furlough Jan.
50	Ogden, Robert H.....	18	Private.....	April 17, 1895	p	28, 1894, to Apr.
51	Perkins George F.....	22	Private.....	Feb. 7, 1894	p	9, 1896, incl.
52	Phillips, Alfred M.....	29	Private.....	Feb. 7, 1894	p	
53	Priest, Archie R.....	20	Private.....	Jan. 31, 1894	p	
54	Pruyn, John W.....	21	Private.....	April 13, 1892	p	
55	Riebeth Ralph R.....	20	Private.....	May 13, 1893	p	
56	Robinson, Edson.....	35	Private.....	Sept. 14, 1892	p	
57	Rogers, Harvey S.....	24	Private.....	Mar. 28, 1894	p	
58	Rowe, Ernst.....	26	Private.....	April 17, 1895	p	
59	Smith Bert E.....	21	Private.....	Nov. 13, 1892	p	
60	Smith, Paul W.....	19	Private.....	Mar. 6, 1895	p	
61	Stevens, Fred T.....	23	Private.....	April 20, 1895	p	
62	Stevens, Ray.....	22	Private.....	April 20, 1895	p	
63	Straiton, Thomas W.....	41	Private.....	Mar. 1, 1883	p	
64	Taylor, Harry S.....	21	Private.....	Dec. 14, 1892	p	
65	Taylor, John V. K.....	30	Private.....	Jan. 16, 1895	p	
66	Van Schalck, Charles S.....	22	Private.....	Jan. 16, 1895	p	
67	Walsh, William E.....	24	Private.....	Sept. 21, 1892	p	
68	Wheeler, Harold O.....	20	Private.....	Mar. 21, 1894	p	
69	Whiteman, Warren D.....	23	Private.....	April 7, 1894	p	
70	Wilcox, Edward B.....	32	Private.....	Sept. 28, 1892	p	
71	Wilson, J. Stanley.....	19	Private.....	Mar. 27, 1895	p	

COMPANY K.

No.	Names.	Age.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Masterman, J. P.	26	Captain	Dec. 2, 1886	p	Veteran.
2	Conrad, E. M.	25	First Lieutenant	July 5, 1888	p	Veteran.
3	Walsh, J. J.	28	Second Lieutenant	Dec. 9, 1886	p	Veteran.
4	Schow, J. E.	24	First Sergeant	July 5, 1889	p	Veteran.
5	Grant, G. H.	26	Sergeant	April 26, 1888	p	Veteran.
6	Nelson, N. A.	27	Sergeant	May 23, 1889	p	Veteran.
7	Sargent, F. H.	23	Sergeant	May 22, 1890	p	
8	Millett, F. L.	21	Sergeant	Mar. 16, 1892	n	
9	LeBoutillier, P. H.	30	Corporal	May 12, 1892	p	
10	Elliott, E. D.	30	Corporal	June 17, 1889	n	Veteran.
11	Chase, W. L.	35	Corporal	Jan. 26, 1893	n	
12	Nelson, James.	31	Corporal	Oct. 6, 1892	p	
13	Hoppe, E.	22	Corporal	Sept. 29, 1892	p	
14	Hospes, L.	21	Corporal	Jan. 25, 1894	p	
15	Amos, W. H.	21	Private	April 5, 1894	p	
16	Anderson, A.	26	Private	Sept. 29, 1892	p	
17	Bordwell, F. H.	24	Private	May 11, 1891	p	
18	Bloomer, E. O.	22	Private	May 11, 1891	p	
19	Burlingham, W. B.	19	Private	Nov. 2, 1893	p	
20	Bloom, C. W.	19	Private	Feb. 8, 1894	p	
21	Covell, C. L.	24	Private	May 22, 1890	p	
22	Cowles, W. E.	27	Private	May 6, 1892	p	
23	Carroll, L.	19	Private	Oct. 19, 1893	n	
24	Caine, A. T.	19	Private	Dec. 14, 1893	a	Furlough.
25	Carli, E. P.	19	Private	Mar. 1, 1894	p	
26	Davis, L. B.	28	Private	June 7, 1888	p	Veteran.
27	Doe, R. H.	21	Private	Sept. 8, 1892	p	
28	Duncan, J.	22	Private	Oct. 19, 1893	p	
29	Doyle, D. F.	27	Private	April 24, 1894	p	
30	Edwards, G. F.	39	Private	Oct. 24, 1889	p	Veteran.
31	Elmberg, C. E.	27	Private	Sept. 22, 1892	p	
32	Foster, F. S.	28	Private	May 31, 1888	p	Veteran.
33	Foster, W. H.	24	Private	Feb. 8, 1894	p	
34	Ferguson, H. C.	22	Private	April 5, 1894	p	
35	Graham, H. E.	23	Musician	Sept. 1, 1892	p	
36	Gibson, A. L.	19	Private	Mar. 28, 1895	p	
37	Gordon, G. W.	26	Private	April 25, 1895	p	
38	Hansen, J. C.	25	Private	May 11, 1891	p	
39	Hewitt, L. S.	22	Private	Feb. 2, 1894	p	
40	Howard, H. M.	27	Private	Mar. 1, 1894	p	
41	Harbke, W. J.	26	Private	April 23, 1895	p	
42	Johnson, C. A. B.	22	Private	Dec. 28, 1893	p	
43	Jahnke, J.	21	Private	Mar. 26, 1895	p	
44	Knapp, F. M.	22	Private	Sept. 29, 1892	p	
45	Keefe, H. L.	26	Private	Mar. 26, 1895	p	
46	Knights, W. R.	24	Private	Mar. 26, 1895	p	
47	Koons, M. W.	21	Private	Mar. 26, 1895	p	
48	Lanners, N. N.	25	Private	Mar. 8, 1894	p	
49	Martinson, M.	24	Private	June 6, 1889	p	Veteran.
50	Martinson, A.	21	Private	April 4, 1895	p	
51	McLeer, R.	28	Private	Sept. 22, 1892	p	
52	Mellin, A. Jr.	22	Private	Sept. 22, 1892	p	
53	Millett, J. L.	19	Private	Mar. 15, 1894	p	
54	Magnuson, A. W.	20	Private	Mar. 26, 1895	p	
55	Moffatt, M. H.	21	Private	Mar. 26, 1895	p	
56	McMillan, C. F.	25	Private	July 12, 1894	p	Veteran.
57	Nolan, M. F.	22	Private	April 14, 1892	p	
58	Organ, W. E.	21	Private	Sept. 22, 1892	p	
59	Pratt, R. S.	20	Private	Sept. 22, 1892	p	
60	Pratt, J. C.	24	Private	April 23, 1895	p	
61	Per Lee, W. E.	19	Private	Oct. 19, 1893	p	
62	Per Lee, J. A.	21	Private	Feb. 22, 1894	p	
63	Pennington, A. F.	19	Private	Dec. 14, 1893	p	
64	Ryden, A.	33	Private	Oct. 6, 1892	p	
65	Rutherford, G. W.	32	Private	Mar. 8, 1894	p	
66	Rhoads, G. S.	19	Private	Mar. 22, 1894	p	
67	Register, S. M., Jr.	27	Private	April 25, 1895	p	
68	Smith, L. M.	23	Private	May 26, 1890	p	
69	Sullivan, H. P.	20	Private	Nov. 9, 1893	a	Furlough.
70	Shoquist, A. G.	21	Private	Mar. 28, 1895	p	
71	Staples, A. C.	20	Private	April 4, 1895	p	
72	Webster, Roy	19	Private	Nov. 16, 1893	p	

SECOND REGIMENT.

FIELD AND STAFF.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Joseph Bobleter.....	..	Colonel .....	.....	p	
2	George W. Mead.....	..	Lieutenant Colonel.....	.....	p	
3	A. W. Wright.....	..	Major .....	.....	p	
4	George S. Whitney.....	..	Major .....	.....	p	
5	E. C. Clements.....	..	Chaplain .....	.....	p	
6	E. A. LeMay.....	..	Adjutant .....	.....	p	
7	John J. Vansann.....	..	Quartermaster .....	.....	p	
8	William Milligan.....	..	Commissary .....	.....	p	
9	H. L. Bullis.....	..	Judge Advocate .....	.....	p	
10	James R. Smith.....	..	Inspector of Rifle Practice .....	.....	p	

NON-COMMISSIONED STAFF.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Charles K. Goldsborough.....	32	Sergeant Major.....	Jan. 3, 1881	p	
2	H. Dugan.....	50	Quartermaster Sergeant..	Feb. 28, 1889	p	
3	H. Moser.....	33	Commissary Sergeant.....	June 5, 1883	p	
4	C. A. Jeffry.....	61	Chief Musician.....	May 3, 1882	p	
5	C. D. Galloway.....	32	Color Sergeant.....	May 2, 1887	p	
6	S. S. Start.....	29	Color Sergeant.....	.....	p	

BAND.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Paul L. Kleist.....	33	Band Leader.....	Oct. 24, 1891	p	
2	Henry C. Sinks.....	34	Sergeant	Oct. 24, 1891	p	
3	Mose Lotourelle.....	43	Corporal	Oct. 24, 1891	p	
4	William S. Browne.....	..	Private	June 4, 1892	p	
5	John Cizek.....	45	Private	Oct. 24, 1891	p	
6	Frank Drechsler.....	27	Private	Oct. 24, 1891	p	
7	August Facke.....	..	Private .....	.....	p	
8	Peter Falquist.....	30	Private	Oct. 24, 1891	p	
9	Florain Feltbaum.....	25	Private	Oct. 24, 1891	p	
10	John Hanson.....	32	Private	Oct. 24, 1891	p	
11	Martin Hurd.....	35	Private	Oct. 24, 1891	p	
12	Charles Hunter.....	..	Private .....	.....	p	
13	Emil Kramer.....	31	Private	Oct. 24, 1891	p	
14	John Leiner.....	44	Private	Oct. 24, 1891	p	
15	Sam. E. McCarthy.....	23	Private	Oct. 24, 1891	p	
16	Lorenz Roessler.....	44	Private	Oct. 24, 1891	p	
17	Ferdinand Spiegel.....	38	Private	Oct. 24, 1891	p	
18	Edward Thelm.....	34	Private	Oct. 24, 1891	p	
19	August Triebel.....	..	Private	June 4, 1892	p	
20	William Vetter.....	29	Private	Oct. 24, 1891	p	

COMPANY A.

No.	Names.	Age.	Rank.	Date of Enlistment.	por.	Remarks.
1	Steinhauser, Albert.....	27	Captain	June 30, 1884	p	
2	Buschers, John.....	30	First Lieutenant.....	June 10, 1886	p	
3	Mueller, Louie.....	27	Second Lieutenant.....	Aug. 18, 1888	p	
4	Zeller, John.....	25	Sergeant	April 19, 1890	p	
5	Haas, Charles A.....	23	Sergeant	April 25, 1891	p	
6	Fritsche, Robert.....	25	Sergeant	April 17, 1895	p	
7	Steinhauser, Emil.....	23	Sergeant	April 10, 1890	p	
8	Roterling, John J.....	28	Corporal	April 25, 1891	a	
9	Scheiderich, William J.....	32	Corporal	April 17, 1895	p	Without leave.
10	Mueller, Alfred.....	21	Corporal	May 3, 1893	p	
11	Koch, Albert.....	21	Corporal	April 13, 1893	p	
12	Wild, August.....	22	Corporal	June 20, 1893	p	
13	Pfaender, Hermann.....	23	Corporal	Mar. 7, 1894	p	
14	Stoeckert, Charles E.....	28	Musician	April 17, 1895	p	
15	Ambrose, Charles.....	20	Private	May 31, 1893	p	
16	Anderson George.....	20	Private	May 31, 1893	p	
17	Anderson, Charles.....	18	Private	Mar. 20, 1895	p	
18	Robieter, Albert.....	21	Private	Mar. 27, 1895	a	Without leave.
19	Bentzin, William.....	20	Private	Mar. 7, 1894	p	
20	Classen, Joseph.....	20	Private	April 7, 1892	p	
21	Dittmann, Otto.....	27	Private	April 11, 1894	p	
22	Fath, Thomas.....	23	Private	Mar. 20, 1895	p	
23	Fritsche, John.....	18	Private	Mar. 20, 1895	p	
24	Graff, John P.....	18	Private	Mar. 20, 1895	p	
25	Hoehe, Willie.....	26	Private	Mar. 1, 1893	p	
26	Huberty, John.....	18	Private	May 10, 1895	a	Without leave.
27	Joern, William.....	22	Private	Sept. 13, 1893	p	
28	Kleinkrecht, Joseph.....	25	Private	April 25, 1891	p	
29	Kumm, William.....	22	Private	June 11, 1891	p	
30	Knudson, C. J.....	22	Private	Mar. 20, 1895	p	
31	Mueller, John.....	24	Private	Oct. 13, 1892	p	
32	Muhs, John H.....	26	Private	Mar. 20, 1895	p	
33	Moeger, John.....	18	Private	Mar. 20, 1895	p	
34	Nun, Hermann.....	22	Private	April 23, 1892	p	
35	Peters, Martin O.....	24	Private	April 21, 1892	p	
36	Peters, Adam.....	22	Private	May 31, 1893	p	
37	Stolz, Fred.....	20	Private	Mar. 20, 1895	p	
38	Snobrich, George.....	23	Private	Mar. 20, 1895	p	
39	Schaefer, Ferdinand.....	26	Private	June 11, 1891	p	
40	Schmidt, John.....	24	Private	June 19, 1893	p	
41	Spreng, Charles.....	20	Private	April 19, 1893	p	
42	Schmidt, Hermann C.....	21	Private	April 19, 1893	a	Without leave.
43	Schulz, Fred.....	20	Private	May 31, 1893	p	
44	Schneider, Charles M.....	21	Private	Mar. 7, 1894	p	
45	Spaeth, Fred.....	21	Private	Mar. 7, 1894	p	
46	Scheiderich, Julius G.....	23	Private	Mar. 25, 1894	p	
47	Scheiderich, Theodore.....	24	Private	April 11, 1894	p	
48	Schwerr, Christ.....	23	Private	April 11, 1894	p	
49	Schlender, Hermann.....	24	Private	April 17, 1895	a	Without leave.
50	Trautneller, William.....	18	Private	Mar. 20, 1895	p	
51	Vetter, Benedict.....	22	Private	April 19, 1893	p	
52	Vogel, Louis G.....	28	Private	Dec. 5, 1895	p	
53	Warn, Melvin.....	21	Private	May 31, 1893	p	

COMPANY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	para	Remarks.
1	Whitney, George S.	36	Captain	Oct. 16, 1886	p	
2	Klemer, Henry F.	40	First Lieutenant	Jan. 5, 1881	p	
3	Terry, Grant	30	Second Lieutenant	Oct. 8, 1894	p	
4	Blake, Orlando	23	First Sergeant	April 1, 1889	p	
5	Smith, George H.	21	Sergeant	April 2, 1892	p	
6	Yotter, John C.	22	Sergeant	April 6, 1891	p	
7	Ritzlaff, William	20	Sergeant	Sept. 7, 1892	p	
8	Hoffman, George	20	Sergeant	Sept. 3, 1892	p	
9	Glass, Lewis M.	24	Corporal	Feb. 6, 1893	a	Furlough.
10	Mentz, Henry C.	25	Corporal	April 2, 1892	p	
11	Roell, Conrad L.	20	Corporal	April 3, 1893	p	
12	Hoffman, Albert	20	Corporal	Jan. 2, 1893	p	
13	Blake, John G.	19	Private	Jan. 7, 1895	p	
14	Brand, John S.	19	Private	May 14, 1894	p	
15	Buttman, William	22	Private	June 11, 1894	a	Furlough
16	Caughtlin, John P.	28	Private	June 4, 1894	p	
17	Cramer, Phillip	18	Private	Jan. 7, 1895	p	
18	Christianson, Chris.	23	Private	April 1, 1895	p	
19	Davidson, Hetmer	20	Private	Oct. 4, 1894	p	
20	Dickey, William	20	Private	June 4, 1894	p	
21	Durham, Arthur	23	Private	April 3, 1893	p	
22	Downey, John	18	Private	April 1, 1895	p	
23	Evans, Frank J.	21	Private	April 2, 1892	p	
24	Fleischer, Emil	20	Private	Feb. 6, 1893	p	
25	Fredette, William Henry	18	Private	Mar. 4, 1895	p	
26	Getts, Edmund	19	Private	Feb. 1, 1895	p	
27	Haupt, William	28	Private	May 10, 1894	p	
28	Hokemeyer, Henry	30	Private	Oct. 17, 1892	p	
29	Johnson, Hotten E.	22	Private	June 11, 1894	p	
30	Kelley, Joseph P.	34	Private	May 1, 1894	p	
31	Keuther, Herman F.	20	Private	Oct. 10, 1892	p	
32	Lescault, Louis	25	Private	Sept. 1, 1891	p	
33	Marot, Clarence R.	20	Private	April 3, 1893	p	
34	Mullen, Bert	20	Private	April 3, 1893	p	
35	Murray, Charles	26	Private	May 1, 1893	p	
36	Patterson, Archibald	20	Private	May 26, 1894	p	
37	Pagant, Arthur J.	20	Private	June 11, 1894	p	
38	Peasley, William M.	28	Private	Mar. 5, 1894	p	
39	Panadt, Rhinenart	25	Private	June 5, 1891	p	
40	Roell, George J.	20	Private	April 3, 1893	p	
41	Rebstock, William	21	Private	June 11, 1894	p	
42	Statlar, John S.	27	Private	Jan. 5, 1891	p	
43	Stephens, Reveuel S.	19	Private	Jan. 11, 1894	p	
44	Smith, William N.	49	Private	May 23, 1894	p	
45	Smith, William R.	16	Private	June 18, 1894	p	
46	Simonson, Sever A.	20	Private	April 1, 1895	p	
47	Townsend, George B.	18	Private	April 24, 1895	p	
48	Weyler, Joseph J.	20	Private	April 3, 1893	p	
49	Wolf, Frank W.	23	Private	Oct. 10, 1892	p	
50	Weston, George	19	Private	April 5, 1895	p	
51	Weber, Charles	27	Private	April 8, 1895	p	

COMPANY C.

No.	Names.	Age.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Frost, L. D.	52	Captain	Jan. 15, 1885	p	
2	Gallien, L. S.	31	First Lieutenant	Dec. 16, 1884	p	
3	Pletke, W. F.	26	Second Lieutenant	April 18, 1887	p	
4	McFadden, C.	33	Sergeant	June 8, 1885	p	
5	Smith, P. L.	25	Sergeant	Dec. 29, 1890	p	
6	Birdlebough, W. T.	26	Sergeant	June 2, 1887	p	
7	Miller, C. E.	22	Sergeant	Mar. 2, 1891	p	
8	Smith, C.	23	Sergeant	Dec. 29, 1890	p	
9	Buswell, H. W.	23	Corporal	Mar. 3, 1890	p	
10	Berg, C.	27	Corporal	June 16, 1890	p	
11	Lehnerts, E. M.	23	Corporal	June 16, 1890	p	
12	Krier, W. E.	21	Corporal	Jan. 23, 1893	p	
13	Myhre, A.	20	Corporal	Sept. 27, 1892	p	
14	Gilkey, V.	19	Musician	Mar. 30, 1891	p	
15	Abell, L.	24	Private	May 30, 1891	p	
16	Anderson, J. S.	21	Private	June 13, 1894	p	
17	Archer, V. B.	28	Private	Oct. 27, 1890	a	Without lv.
18	Baker, William V.	26	Private	April 6, 1891	p	
19	Boysen, O. P.	28	Private	Oct. 27, 1890	a	Without lv.
20	Bilbie, George	25	Private	April 1, 1892	a	Furlough.
21	Bohn, H. T.	19	Private	April 1, 1892	p	
22	Brosig, C. E.	20	Private	Mar. 6, 1893	p	
23	Baker, J. H.	24	Private	June 12, 1893	p	
24	Blaker, A. G.	20	Private	Feb. 12, 1894	a	Without leave.
25	Buchholtz, Edward	18	Private	April 6, 1895	p	
26	Curtiss, J. E.	23	Private	April 1, 1892	p	
27	Curtiss, B. W.	20	Private	April 3, 1893	a	Furlough.
28	Eckert, G. M.	24	Private	May 7, 1894	p	
29	Fuller, H.	21	Private	Mar. 25, 1895	p	
30	Gage, L. C.	21	Private	Mar. 6, 1893	a	Without leave.
31	Gile, J. P.	20	Private	April 3, 1893	p	
32	Gallagher, H.	20	Private	April 3, 1893	p	
33	Girod, C. E.	27	Private	Mar. 3, 1890	p	
34	Gates, F. W.	21	Private	May 7, 1894	p	
35	Guse, H. C.	22	Private	Mar. 25, 1895	p	
36	Hanley, R. J.	18	Private	Oct. 3, 1892	p	
37	Higbee, C. J.	24	Private	Jan. 23, 1893	a	Without leave.
38	Hawkins, W. H.	22	Private	June 12, 1893	p	
39	Joest, W. E.	27	Private	April 6, 1889	p	
40	Krumdick, G. F.	25	Private	Dec. 29, 1890	p	
41	Kaiser, W. C.	19	Private	April 1, 1892	p	
42	Kirst, C.	18	Private	July 4, 1892	p	
43	Kersten, W.	22	Private	Feb. 1, 1891	p	
44	Krier, H. C.	19	Private	April 2, 1894	p	
45	Knoernschild, C.	31	Private	June 16, 1894	p	
46	Keenan, W. W.	29	Private	April 6, 1895	p	
47	Lewis, C.	22	Private	May 30, 1891	p	
48	Liddane, S. M.	20	Private	June 12, 1893	a	Furlough.
49	Linnahan, J. B. J.	26	Private	Dec. 11, 1893	p	
50	Lanning, F. L.	22	Private	Mar. 11, 1895	p	
51	Magnus, L.	23	Private	May 30, 1891	p	
52	Mulford, C. E.	39	Private	April 3, 1893	p	
53	Matzke, E.	24	Private	Nov. 20, 1893	p	
54	Monk, T. W.	20	Private	April 2, 1894	a	Without leave.
55	Norton, W. C.	27	Private	July 4, 1892	p	
56	Nerbovig, C. H.	27	Private	Feb. 7, 1887	p	
57	Olsen, O.	23	Private	April 1, 1888	p	
58	Pletke, G. H.	19	Private	April 2, 1894	p	
59	Riebe, H.	26	Private	June 13, 1891	p	
60	Robertson, C. G.	20	Private	Oct. 3, 1892	p	
61	Runge, R. W.	23	Private	May 7, 1894	p	
62	Roessner, E. H.	23	Private	May 7, 1894	p	
63	Schmidt, O. H.	21	Private	April 3, 1893	p	
64	Sherman, J. J.	23	Private	Oct. 1, 1893	a	Furlough.
65	Von Rohr, H.	23	Private	April 3, 1893	a	Furlough.
66	Wilber, W.	28	Private	Mar. 3, 1890	p	
67	Walton, J. W.	21	Private	April 3, 1893	p	

COMPANY D.

No.	Names.	Age.	Rank.	Date of Enlistment.	p. o. a.	Remarks.
1	Edgar B. Shanks.....	34	Captain	May 3, 1892	p	
2	Wilber G. Brown.....	31	First Lieutenant	April 22, 1885	p	
3	Roy A. Everett.....	25	Second Lieutenant.....	Jan. 25, 1888	p	
4	Lapine, William.....	25	Sergeant	Feb. 28, 1888	p	
5	Wade, A. L.....	22	Sergeant	Mar. 2, 1889	p	
6	Teeter, George W.....	21	Sergeant	May 24, 1890	p	
7	Boyce, William.....	25	Sergeant	Feb. 18, 1888	p	
8	Ward, De Forest.....	24	Sergeant	Feb. 13, 1890	p	
9	Bird, Richard.....	24	Corporal	Mar. 24, 1891	p	
10	Boyce, Irving.....	23	Corporal	Mar. 2, 1892	p	
11	Suter, George.....	22	Corporal	Feb. 17, 1891	p	
12	Viesselman, William.....	25	Corporal	April 24, 1891	p	
13	Bird, Alex.....	26	Corporal	April 12, 1890	p	
14	Viesselman, Ed. F.....	20	Corporal	April 1, 1893	p	
15	Bird, John	22	Musician	May 28, 1889	a	Without leave.
16	Bird, Ben	19	Musician	Mar. 2, 1894	p	Without leave.
17	Blaisdell, Alfred.....	20	Private	April 1, 1893	a	
18	Bredt, Carl H.....	21	Private	Feb. 10, 1894	p	
19	Bullock, George W.....	34	Private	Mar. 2, 1894	p	
20	Brown, Burr A.....	19	Private	Mar. 20, 1895	p	
21	Burdick, Frank V.....	19	Private	Mar. 20, 1895	p	
22	Beachett, Archie.....	30	Private	Mar. 20, 1895	p	
23	Coulthard, Walter.....	19	Private	Mar. 2, 1894	p	
24	Clark, James H.....	18	Private	Mar. 20, 1895	p	
25	Dorothy, Howard.....	22	Private	Feb. 17, 1891	p	
26	Follett, Harry W.....	20	Private	April 1, 1893	p	
27	Farnsworth, Harry.....	24	Private	Feb. 10, 1894	p	
28	Foster, George.....	21	Private	Feb. 10, 1894	p	
29	Gould, Claud G.....	22	Private	Feb. 17, 1891	p	
30	Goetz, Gerald.....	21	Private	Jan. 12, 1892	p	
31	Gamble, Arthur W.....	20	Private	April 1, 1893	p	
32	Houghtaling, Archie.....	22	Private	Mar. 24, 1891	p	
33	Hicks, Elias W.....	22	Private	April 21, 1891	a	Without leave.
34	Herrick, Orville.....	20	Private	April 1, 1893	p	
35	Hultmeier, H.....	22	Private	May 15, 1895	p	
36	Lewis, George L.....	20	Private	Feb. 10, 1894	p	
37	Merritt, Orris.....	28	Private	Feb. 18, 1888	p	
38	Murtaugh, Henry.....	24	Private	May 24, 1890	a	Without leave.
39	Milbert, Walter J.....	21	Private	Feb. 10, 1894	p	
40	Miner, L. A.....	21	Private	April 1, 1895	p	
41	Nutt, Alfred U.....	18	Private	April 1, 1895	a	Without leave.
42	Pratt, Eli D.....	21	Private	Jan. 12, 1892	p	
43	Pratt, Marshall U.....	20	Private	April 1, 1893	p	
44	Rademacher, John.....	23	Private	Mar. 2, 1894	p	
45	Shanks, L. E.....	26	Private	April 22, 1885	p	
46	St. John, Byron E., Jr.....	21	Private	April 1, 1893	p	
47	Slater, Edward.....	19	Private	Feb. 10, 1894	p	
48	Sheldon, Archie F.....	19	Private	Mar. 20, 1895	p	
49	Swearinger, Charles.....	21	Private	Mar. 20, 1895	p	
50	Schweig, E. J.....	19	Private	April 1, 1895	a	Without lv.
51	Tower, Elsworth.....	25	Private	Feb. 17, 1891	p	Without lv.
52	Thebold, Frank.....	26	Private	Mar. 20, 1895	p	
53	Titus, Jesse S.....	23	Private	April 1, 1895	a	Without lv.
54	Viesselman, Frank.....	19	Private	Feb. 10, 1894	a	Without lv.
55	Viesselman, Oscar C.....	18	Private	Mar. 20, 1895	p	
56	Wherland, John N.....	28	Private	April 22, 1890	a	Without leave.
57	Wakey, Philip.....	25	Private	Mar. 2, 1894	p	
58	Wakey, Lewis D.....	27	Private	Mar. 2, 1894	p	

COMPANY E.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a	Remarks.
1	James M. Tucker.....	50	Captain.....	Aug. 4, 1894	p	
2	Myron F. Bolce.....	36	First Lieutenant.....	Aug. 4, 1894	p	
3	Carl B. Erickson.....	25	Second Lieutenant.....	Aug. 4, 1894	p	
4	William O. King.....	33	First Sergeant.....	Aug. 4, 1894	p	
5	George Mahar.....	22	Sergeant.....	Aug. 4, 1894	p	
6	James Dunn.....	23	Sergeant.....	Aug. 4, 1894	p	
7	Frank Swenson.....	25	Sergeant.....	Aug. 4, 1894	p	
8	Fred Stoudt.....	18	Corporal.....	Aug. 4, 1894	p	
9	John Moser.....	19	Corporal.....	Aug. 4, 1894	p	
10	Frank L. Gruner.....	22	Corporal.....	Aug. 4, 1894	p	
11	John H. Plum.....	29	Corporal.....	Aug. 4, 1894	p	
12	Peter Beissel.....	18	Musician.....	Aug. 4, 1894	p	
13	Edward Hainesh.....	21	Musician.....	Aug. 4, 1894	p	
14	Ahern, Edward.....	23	Private.....	Aug. 4, 1894	p	
15	Bracht, Herman.....	20	Private.....	Aug. 4, 1894	p	
16	Bradbury, Edgar.....	19	Private.....	Aug. 4, 1894	p	
17	Bymes, Thomas J.....	21	Private.....	Aug. 4, 1894	a	Without lv.
18	Dolin, Gay.....	21	Private.....	May 8, 1895	a	Without lv.
19	Eklund, Alfred.....	26	Private.....	Aug. 4, 1894	p	
20	Frank, Jesse.....	22	Private.....	Aug. 4, 1894	p	
21	Franklin, Frank A.....	19	Private.....	Aug. 4, 1894	p	
22	Griffin, Thomas J.....	19	Private.....	Aug. 4, 1894	p	
23	Griffin, Eugene.....	18	Private.....	Aug. 4, 1894	p	
24	Greiner, Harry.....	18	Private.....	Aug. 4, 1894	p	
25	Hainish, Frank.....	18	Private.....	Aug. 4, 1894	p	
26	Holt, Lawrence.....	19	Private.....	Aug. 4, 1894	a	Without leave.
27	Hubbard, Miles.....	18	Private.....	Aug. 4, 1894	p	
28	Hayes, Archy.....	22	Private.....	Aug. 4, 1894	p	
29	Ingalls, Clyde.....	19	Private.....	Aug. 4, 1894	p	
30	Johnson, Emil.....	21	Private.....	Aug. 4, 1894	a	Without leave.
31	Kramer, Fred.....	20	Private.....	Aug. 4, 1894	p	
32	Lowell, C. Stanley.....	20	Private.....	Aug. 4, 1894	p	
33	Marten, Norris W.....	19	Private.....	Aug. 4, 1894	p	
34	Mullany, John.....	24	Private.....	Aug. 4, 1894	p	
35	Nelson, Charles.....	19	Private.....	Aug. 4, 1894	p	
36	Newell, Vincent.....	18	Private.....	Aug. 4, 1894	p	
37	Oestrich, Albert.....	21	Private.....	Aug. 4, 1894	p	
38	Rettinger, John J.....	33	Private.....	Aug. 4, 1894	p	
39	Ringstrom, Peter.....	21	Private.....	Aug. 4, 1894	p	
40	Swenson, Alfred.....	21	Private.....	Aug. 4, 1894	p	
41	Swenson, Charles.....	19	Private.....	Aug. 4, 1894	p	
42	Schraeder, Edward.....	19	Private.....	Aug. 4, 1894	p	
43	Tucker, Leslie D.....	22	Private.....	Aug. 4, 1894	p	
44	Tucker, James H.....	18	Private.....	Aug. 4, 1894	p	
45	Tucker, Silas W.....	20	Private.....	Aug. 4, 1894	p	
46	Webster, Warren H.....	23	Private.....	Aug. 4, 1894	p	
47	West, Fred H.....	22	Private.....	Aug. 4, 1894	p	
48	Wilcox, Charles.....	18	Private.....	Aug. 4, 1894	p	
49	Wilson, Henry.....	21	Private.....	Aug. 4, 1894	p	
50	Wilson, Oscar.....	27	Private.....	Aug. 24, 1894	p	
51	Wilson, Albert.....	18	Private.....	Aug. 24, 1894	p	
52	Wray, Walter.....	20	Private.....	Aug. 4, 1894	p	
53	White, Charles B.....	26	Private.....	Aug. 4, 1894	p	
54	Wilson, Arthur.....	23	Private.....	April 15, 1895	p	
55	Welch, Sidney.....	26	Private.....	May 8, 1895	p	
56	Ward, Gilbert E.....	21	Private.....	Aug. 4, 1894	p	

COMPANY F.

No.	Names.	Age	Rank.	Date of Enlistment.	pos	Remarks.
1	Allen, C. D.	32	Captain	May 8, 1891	p	
2	Viall, R.	23	First Lieutenant	May 8, 1891	p	
3	Root, W. E.	32	Second Lieutenant	June 26, 1891	p	
4	Seeley, C. W.	32	First Sergeant	Jan. 23, 1894	p	
5	Kumm, H. A.	30	Sergeant	May. 8, 1891	p	
6	Beagle, G.	25	Sergeant	May. 8, 1891	p	
7	Kingsley, F.	35	Sergeant	May. 8, 1891	p	
8	Olds, H.	26	Sergeant	May. 8, 1891	p	
9	Viall, W. A.	33	Corporal	June 13, 1891	p	
10	Fenton, J. E.	32	Corporal	May. 8, 1891	p	
11	McClary, O. C.	23	Corporal	April 10, 1893	p	
12	Nutting, J.	27	Corporal	Feb. 15, 1894	p	
13	Duffy, P. H.	32	Corporal	May. 8, 1891	p	
14	Conley, F.	25	Corporal	April 10, 1893	p	
15	Washburn, E. G.	30	Musician	May. 8, 1891	p	
16	Viall, F. B.	21	Musician	April 10, 1892	p	
17	Alming, G.	26	Private	May. 8, 1891	p	
18	Baker, G. W.	19	Private	Mar. 26, 1894	p	
19	Blakeslee, G. H.	26	Private	April 15, 1895	a	Without leave.
20	Bly, W. J.	26	Private	Mar. 19, 1894	p	
21	Bratrud, T. C.	21	Private	May 6, 1892	p	
22	Brazington, W. H.	20	Private	Mar. 26, 1894	p	
23	Burtehill, W. H.	22	Private	Mar. 19, 1894	p	
24	Conley, B.	20	Private	Mar. 19, 1894	p	
25	Crain, B. E.	19	Private	April 2, 1894	p	
26	Crain, D. J.	25	Private	May. 8, 1891	p	
27	Cramp, E. R.	31	Private	May. 8, 1891	p	
28	Derby, E.	23	Private	Mar. 19, 1894	p	
29	Farmer, E.	22	Private	May. 8, 1891	p	
30	Farmer, F.	20	Private	April 10, 1893	p	
31	Fauver, I. C.	23	Private	Mar. 26, 1894	p	
32	Flower, W. P.	20	Private	Jan. 23, 1894	p	
33	Gates, I. A.	27	Private	April 15, 1895	p	
34	Gleason, F. A.	33	Private	Mar. 26, 1894	p	
35	Graling, M. J.	27	Private	May. 8, 1891	p	
36	Gullickson, A.	23	Private	May. 8, 1891	p	
37	Gullickson, O.	20	Private	April 10, 1893	p	
38	Hancock, J. Q.	20	Private	Jan. 25, 1894	p	
39	Hanson, M. B.	20	Private	April 29, 1895	p	
40	Hanson, O.	23	Private	May. 8, 1891	p	
41	Hart, W. H.	23	Private	April 29, 1895	p	
42	Hodge, W. H.	32	Private	May. 8, 1891	p	
43	Howard, H. A.	25	Private	May. 8, 1891	p	
44	Ingalls, W. D.	24	Private	Mar. 19, 1894	a	Without leave.
45	Jones, J. D.	28	Private	April 29, 1895	p	
46	Kellogg, A. C.	23	Private	May. 8, 1891	n	
47	Kendrick, H. N.	26	Private	Feb. 15, 1894	p	
48	Kingsley, W. N.	29	Private	April 29, 1895	p	
49	Lawrence, E. G.	21	Private	April 29, 1895	p	
50	Loomis, B.	19	Private	Mar. 26, 1894	p	
51	Lyman, W. L.	29	Private	April 29, 1895	p	
52	McClary, C. W.	32	Private	Mar. 7, 1892	p	
53	Moe, L.	20	Private	April 10, 1893	p	
54	Ousley, A.	24	Private	Mar. 26, 1894	p	
55	Palmer, J. F.	22	Private	Mar. 19, 1894	p	
56	Parker, J. A.	37	Private	April 15, 1895	p	
57	Renslow, W.	20	Private	April 2, 1894	p	
58	Rhodes, D. L.	34	Private	May 6, 1892	p	
59	Rix, B. C.	22	Private	April 9, 1892	p	
60	Rodgers, C. E.	22	Private	April 15, 1895	a	Without lv.
61	Sample, W.	18	Private	May 1, 1895	p	
62	Schofield, L. M.	30	Private	May 8, 1891	a	Without leave.
63	Smith, M.	24	Private	May. 8, 1891	p	
64	Thayer, B. C.	19	Private	Mar. 26, 1894	p	
65	Viall, F. H.	32	Private	May. 8, 1891	p	
66	Watson, J. A.	34	Private	April 29, 1895	p	
67	Webber, H. A.	27	Private	April 29, 1895	p	
68	Whiting, G. W.	19	Private	April 2, 1894	a	Without lv.
69	Wiseman, A.	23	Private	April 29, 1895	a	Without lv.
70	Woolridge, E. L.	20	Private	Mar. 26, 1894	p	
71	Zigmund, J.	38	Private	May. 8, 1891	p	

COMPANY G.

No.	Names.	Age.	Rank.	Date of Enlistment.	para	Remarks.
1	Wood, Fred B.	28	Captain	May 8, 1884	p	
2	Cook, Charles F.	28	First Lieutenant	Jan. 27, 1885	p	1 yr. 6 mos. out.
3	Sherwood, Ira B.	26	Second Lieutenant	April 12, 1886	p	1 yr. 5 mos. out.
4	Nicholsen, N.	23	Sergeant	Feb. 20, 1885	p	
5	Page, A. C.	23	Sergeant	Nov. 2, 1888	p	
6	Detwiler, J. E.	24	Sergeant	Nov. 2, 1888	p	
7	Catherwood, S. D.	35	Sergeant	Aug. 29, 1889	p	
8	Johnson, C. H.	36	Sergeant	Aug. 29, 1889	p	
9	Galloway, J. E.	26	Corporal	April 9, 1888	p	
10	Kelly, Martin	24	Corporal	June 1, 1890	p	
11	Brown, O. A.	29	Corporal	Sept. 9, 1889	p	
12	Rensberger, F. J.	22	Corporal	April 18, 1891	p	
13	Nicholsen, Jacob	23	Corporal	Feb. 5, 1894	p	
14	Pullen, H. A.	21	Corporal	April 2, 1894	p	
15	Andrews, William	27	Musician	Feb. 3, 1886	p	
16	Murphy, J. Henry	18	Musician	May 2, 1894	p	
17	Allen, Fred R.	21	Private	June 5, 1893	p	
18	Antes, Harry	25	Private	May 2, 1894	p	
19	Alchon, Guy	21	Private	May 1, 1895	p	
20	Brown, C. E.	39	Private	Feb. 1, 1888	p	
21	Boyd, Robert	21	Private	June 5, 1893	p	
22	Bassler, W. D.	23	Private	May 15, 1895	p	
23	Christopherson, N. K.	21	Private	Sept. 5, 1892	p	
24	Chapin, H. A.	23	Private	June 11, 1890	p	8 mos. out.
25	Crandall, W. R.	23	Private	Feb. 5, 1894	p	
26	Chandler, Herman	24	Private	Mar. 12, 1894	p	
27	Clark, C. W.	19	Private	Mar. 4, 1895	p	
28	Dugan, Sherdy	21	Private	April 1, 1892	p	
29	Donaldson, W. E.	22	Private	April 2, 1894	p	
30	Davison, J. E.	23	Private	Mar. 4, 1895	p	
31	Eagen, Charles	25	Private	April 1, 1890	p	
32	Ellis, C. F.	23	Private	Feb. 5, 1894	p	
33	Ellingsen, M. E.	23	Private	May 1, 1895	p	
34	Fenton, G. C.	23	Private	April 18, 1891	p	3 mos. out.
35	Fairbanks, C. J.	25	Private	May 2, 1894	p	
36	Gallagher, Tony	31	Private	June 1, 1891	p	
37	George, H. F.	21	Private	Feb. 5, 1894	p	
38	Geraghty, Joseph, Jr.	19	Private	Mar. 4, 1895	p	
39	Hull, J. M.	22	Private	Feb. 5, 1894	p	
40	Hilker, Albert	21	Private	April 1, 1892	p	
41	Hall, A. E.	23	Private	April 2, 1894	p	
42	Johnson, A. F.	22	Private	Feb. 5, 1894	p	
43	Judd, Claud	20	Private	Mar. 4, 1895	p	
44	Kerkow, C. A.	34	Private	May 4, 1891	p	
45	Kelly, E. P.	19	Private	Feb. 5, 1894	p	
46	Laufie, F. A.	20	Private	June 9, 1893	p	
47	Malmberg, H. J.	21	Private	Sept. 5, 1892	p	
48	Magee, John J.	21	Private	June 5, 1893	p	
49	Martin, Otto E.	23	Private	June 5, 1893	p	
50	McCormick, M.	22	Private	Mar. 12, 1894	p	
51	McIntyre, P. T.	18	Private	Mar. 4, 1895	p	
52	Peterson, Charles	26	Private	April 6, 1891	p	
53	Petty, Albert	38	Private	June 15, 1891	p	
54	Pearce, Charles D.	21	Private	April 1, 1895	p	
55	Riebe, Henry	40	Private	June 13, 1885	p	
56	Revord, T. A.	28	Private	April 10, 1893	p	
57	Rugg, John J.	23	Private	June 5, 1893	p	
58	Robinson, John F.	20	Private	Feb. 5, 1894	p	
59	Sutherland, N. C.	19	Private	June 5, 1893	p	
60	Smith, H. P.	23	Private	June 5, 1893	p	
61	Sheehan, Dennis J.	21	Private	June 5, 1893	p	
62	Snyder, L. F.	20	Private	June 9, 1893	p	
63	Seebach, Arthur	23	Private	Feb. 5, 1894	p	
64	Shepherd, R. E.	33	Private	May 28, 1894	a	Without leave.
65	Sargent, L. M.	20	Private	Mar. 4, 1895	p	
66	Schwan, E. J.	28	Private	May 7, 1895	p	
67	Sherwood, L. A.	29	Private	May 16, 1895	p	
68	Torrens, A. R.	20	Private	June 5, 1893	p	
69	Teeter, F. B.	18	Private	Mar. 4, 1895	p	
70	Ulmer, Charles	18	Private	April 1, 1895	p	
71	Vandegrift, C. A.	23	Private	April 6, 1891	p	
72	Whitcomb, M. S.	29	Private	Sept. 5, 1892	p	
73	Wood, J. S.	22	Private	Feb. 5, 1894	p	
74	Ward, Gustav	24	Private	Mar. 12, 1894	p	
75	Woodson, T. J.	25	Private	Mar. 12, 1894	p	
76	Wait, Dean S.	22	Private	Mar. 4, 1895	p	

COMPANY H.

No.	Names.	Age.	Rank.	Date of Enlistment.	p	ora.	Remarks.
1	Hawes, Philo.....	55	Captain	April 10, 1894	p		
2	Billington, Jens.....	32	First Lieutenant.....	April 10, 1894	p		
3	Frink, J. S.....	24	Second Lieutenant.....	April 10, 1894	p		
4	Baker, G. W.....	35	First Sergeant.....	April 10, 1894	p		
5	Henton, C. R., Jr.....	18	Sergeant	April 10, 1894	p		
6	Ferguson, Frank.....	28	Sergeant	April 10, 1894	p		
7	McCollum, E. B.....	32	Sergeant	April 20, 1894	p		
8	Green, G. W.....	30	Corporal	April 10, 1894	p		
9	McDermott, T. F.....	25	Corporal	April 10, 1894	p		
10	Jargo, A. B.....	18	Musician	April 10, 1894	p		
11	Way, B. K.....	18	Musician	April 10, 1894	p		
12	Arnett, P. A.....	20	Private	April 10, 1894	p		
13	Albin, Emery.....	21	Private	Jan. 14, 1895	p		
14	Brownell, D. C.....	28	Private	April 10, 1894	p		
15	Bullis, Z. H.....	19	Private	April 10, 1894	a		Without leave.
16	Baker, C. A.....	33	Private	April 10, 1894	p		
17	Blasdel, G. M.....	19	Private	April 10, 1894	p		
18	Butler, O. E.....	24	Private	Jan. 19, 1895	p		
19	Brown, Amos.....	25	Private	Jan. 9, 1895	p		
20	Brown, Ira.....	20	Private	Jan. 9, 1895	p		
21	Brown, J. F.....	38	Private	Mar. 23, 1895	p		
22	Cady, C. H.....	23	Private	April 10, 1894	p		
23	Crockett, Albert.....	24	Private	Feb. 28, 1895	p		
24	Debedack, Ole O.....	29	Private	April 10, 1894	p		
25	Debedack, B. O.....	20	Private	April 10, 1894	p		
26	Dalrymple, William.....	25	Private	Jan. 9, 1895	p		
27	Dalrymple, Clarence.....	20	Private	Jan. 9, 1895	p		
28	Dalrymple, Allen.....	18	Private	Jan. 9, 1895	p		
29	Eberlein, Henry.....	19	Private	Jan. 9, 1895	p		
30	Fugleberg, Peter.....	20	Private	April 10, 1894	p		
31	Grant, R. A.....	18	Private	April 10, 1894	p		
32	Hileman, M. D.....	20	Private	Aug. 24, 1894	p		
33	Henton, T. T.....	19	Private	April 10, 1894	p		
34	Helling, Ole.....	30	Private	April 10, 1894	p		
35	Halmes, Peter.....	23	Private	Jan. 9, 1895	p		
36	Kreps, Elias.....	32	Private	April 10, 1894	p		
37	Kitterman, Frank.....	20	Private	Jan. 9, 1895	p		
38	Kitterman, James.....	22	Private	Jan. 9, 1895	p		
39	Kitterman, John.....	18	Private	Jan. 14, 1895	p		
40	Kitterman, Vein.....	18	Private	Jan. 14, 1895	p		
41	Langham, F. N.....	30	Private	April 10, 1894	p		
42	Myking, Knute.....	31	Private	June 15, 1894	p		
43	Macfadden, C. C.....	18	Private	Mar. 20, 1895	p		
44	Olson, Olof.....	23	Private	April 10, 1894	p		
45	Olson, Harry.....	21	Private	Feb. 12, 1895	p		
46	Pring, Frank.....	30	Private	Jan. 9, 1895	p		
47	Preston, W. E.....	18	Private	April 10, 1894	p		
48	Robinson, M. W.....	31	Private	April 10, 1894	p		
49	Snook, J. L.....	18	Private	April 10, 1894	p		
50	Salberg, A. M.....	20	Private	Dec. 21, 1894	p		
51	Sheckler, C. D.....	18	Private	Mar. 21, 1895	p		
52	Strader, A. C.....	44	Private	April 10, 1894	a		Furlough.
53	Vaelz, Max. H.....	23	Private	April 10, 1894	p		
54	Wilson, Guy M.....	19	Private	April 10, 1894	p		
55	Wright, J. N.....	35	Private	April 10, 1894	p		

COMPANY I.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Ransom, A. E.....	28	Captain	Jan. 30, 1895	p	By transf'r
2	Edwards, C. S.....	25	First Lieutenant.....	Jan. 30, 1895	p	
3	Simonson, S. O.....	27	Second Lieutenant	Jan. 30, 1895	p	
4	Sylvander, N. J.....	28	First Sergeant.....	Jan. 30, 1895	p	
5	Thompson, S. G.....	24	Second Sergeant.....	Jan. 30, 1895	p	
6	Sawyer, A. L.....	24	Third Sergeant.....	Jan. 30, 1895	p	
7	Day, C. H.....	23	Fourth Sergeant.....	Jan. 30, 1895	p	
8	Hendershott, J. M.....	22	Fifth Sergeant.....	May 8, 1895	p	
9	Richardson, H. C.....	23	Corporal	Jan. 30, 1895	p	
10	Carlson, H.....	22	Corporal	Jan. 30, 1895	p	
11	Mallery, F. H.....	23	Corporal	Jan. 30, 1895	p	
12	Sime, N.....	27	Corporal	Jan. 30, 1895	p	
13	Gilloup, F. F.....	20	Corporal	Jan. 30, 1895	p	
14	Tweedy, R. J.....	19	Corporal	Jan. 30, 1895	p	
15	Anderson, O.....	23	Musician	Jan. 30, 1895	p	
16	Barck, H. A.....	18	Private	Jan. 30, 1895	p	Without leave.
17	Bigelow, E. N.....	25	Private	Jan. 30, 1895	p	
18	Blackmer, A.....	18	Private	Jan. 30, 1895	p	
19	Carlson, T.....	25	Private	Feb. 25, 1895	p	
20	Cool, F. H.....	18	Private	Jan. 30, 1895	p	
21	Claybourne, H. D.....	20	Private	Jan. 30, 1895	p	
22	Christopherson, A.....	22	Private	Feb. 25, 1895	p	
23	Daily, W. S.....	21	Private	Jan. 30, 1895	a	
24	Dudley, J. H.....	22	Private	May 23, 1895	p	
25	Erickson, A. C.....	21	Private	Jan. 30, 1895	p	
26	Fuller, M. L.....	20	Private	Jan. 30, 1895	p	
27	Fryzlie, B.....	28	Private	Jan. 30, 1895	p	
28	Green, C. E.....	18	Private	Jan. 30, 1895	p	
29	George, E. N.....	22	Private	Jan. 30, 1895	p	
30	Gessler, J. W.....	22	Private	Jan. 30, 1895	p	
31	Hanson, H.....	23	Private	Feb. 25, 1895	p	
32	Hayden, J. C.....	18	Private	Jan. 30, 1895	p	
33	Hanson, G.....	26	Private	Jan. 30, 1895	p	
34	Hauge, F. A.....	18	Private	Jan. 30, 1895	p	
35	Keller, H. E.....	18	Private	Jan. 30, 1895	p	
36	Larkin, W.....	21	Private	Jan. 30, 1895	p	
37	Larson, C.....	23	Private	Jan. 30, 1895	p	
38	Louis, L.....	20	Private	Jan. 30, 1895	p	
39	McMillen, H. C.....	18	Private	Jan. 30, 1895	p	
40	Narverud, L.....	23	Private	Jan. 30, 1895	p	
41	Peterson, L.....	19	Private	Jan. 30, 1895	p	
42	Ross, B. E.....	26	Private	Mar. 18, 1895	p	
43	Remington, E. E.....	33	Private	Mar. 18, 1895	p	
44	Sweet, F. L.....	23	Private	Jan. 30, 1895	p	
45	Skinner, H. E.....	24	Private	Jan. 30, 1895	p	
46	Spicer, L. W.....	18	Private	Jan. 30, 1895	p	
47	Stenrud, E. J.....	20	Private	Jan. 30, 1895	p	
48	Thompson, R. B.....	18	Private	Jan. 30, 1895	p	
49	Torgerson, L.....	21	Private	Jan. 30, 1895	p	
50	Vandergrift, H. L.....	18	Private	Jan. 30, 1895	p	
51	Voight, W. J.....	20	Private	Jan. 30, 1895	p	
52	Wanamaker, H.....	34	Private	Jan. 30, 1895	p	
53	Weeks, W. W.....	19	Private	Jan. 30, 1895	p	

COMPANY K.

No.	Names.	Age.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Child, Walter.....	38	Captain	Aug. 17, 1887	p	
2	Hodgkins, Milo A.....	24	First Lieutenant.....	May 3, 1889	p	
3	Wood, William M.....	22	Second Lieutenant.....	May 1, 1891	p	
4	Gottschalk, Charles.....	31	Sergeant	Nov. 17, 1891	p	
5	Christian, Charles.....	37	Sergeant	June 1, 1891	a	Without leave.
6	Deyling, Charles.....	28	Sergeant	Feb. 23, 1891	p	
7	Crawford, Willard.....	34	Sergeant	May 1, 1891	p	
8	Sheehan, James S.....	24	Sergeant	Nov. 12, 1894	n	
9	Brisbane, Thomas.....	41	Corporal	May 25, 1891	p	
10	Farrington, Frank.....	22	Corporal	Nov. 9, 1891	p	
11	Clement, Arthur.....	22	Corporal	Nov. 9, 1891	p	
12	Davidson, R. B.....	26	Corporal	Feb. 2, 1891	p	
13	Kurkowski, Fred.....	25	Corporal	Mar. 13, 1893	p	
14	Miner, Frank.....	25	Musician	Nov. 17, 1890	p	
15	Child, Clyde R.....	15	Musician	April 8, 1895	p	
16	Anderson, Melvin.....	22	Private	June 1, 1891	p	
17	Anderson, Nels.....	24	Private	May 28, 1894	p	
18	Benson, Alfred.....	23	Private	Nov. 30, 1891	a	Without leave.
19	Bartles, Albert.....	23	Private	Nov. 12, 1894	p	
20	Brown, Harry H.....	17	Private	Nov. 15, 1894	p	
21	Bennett, Mason E.....	17	Private	Nov. 15, 1894	p	
22	Cooley, Frank.....	32	Private	June 1, 1891	a	Without leave.
23	Cronkright, Willis H.....	19	Private	Mar. 19, 1894	p	
24	Deyling, Edward.....	22	Private	Feb. 2, 1891	a	Without leave.
25	Deveraux, A. M.....	25	Private	Nov. 17, 1890	p	
26	Dunn, Joe.....	18	Private	Feb. 25, 1895	p	
27	Griffith, Edward.....	22	Private	Feb. 2, 1891	p	
28	Guttfliesch, Charles.....	41	Private	Nov. 24, 1890	p	
29	Guttfliesch, Henry C.....	21	Private	Dec. 22, 1892	p	
30	Griffith, William.....	23	Private	June 2, 1893	p	
31	Hollister, Edwin.....	43	Private	Feb. 22, 1892	p	
32	Henle, Alvis.....	21	Private	Mar. 19, 1894	p	
33	Hanks, George.....	20	Private	Mar. 19, 1894	p	
34	Jurin, Edward M.....	28	Private	Nov. 19, 1894	p	
35	Johnson, Peter M.....	23	Private	Mar. 4, 1895	p	
36	Kempin, Charles.....	21	Private	Mar. 13, 1893	p	
37	Kurkowski, Paul.....	22	Private	May 14, 1894	p	
38	Kurkowski, Albert J.....	24	Private	Dec. 3, 1894	p	
39	Klampe, John M.....	24	Private	Mar. 11, 1895	p	
40	Lund, Carl F.....	17	Private	May 6, 1895	p	
41	Latham, William H.....	21	Private	Mar. 28, 1892	p	
42	Lynch, Andrew W.....	20	Private	Mar. 13, 1893	p	
43	Latham, Fred.....	19	Private	Mar. 19, 1894	p	
44	Lucas, Harry.....	23	Private	Oct. 22, 1894	p	
45	Lofthus, Joseph.....	19	Private	April 29, 1895	p	
46	Miner, Harry.....	23	Private	Nov. 17, 1890	p	
47	McLin, J. F.....	20	Private	Mar. 19, 1894	p	
48	McLin, Pete J.....	19	Private	Mar. 19, 1894	p	
49	Merrill, A. G.....	16	Private	Mar. 4, 1895	p	
50	Nelson, Alfred.....	22	Private	Nov. 16, 1891	p	
51	Orth, Joseph N.....	25	Private	May 14, 1894	q	
52	Pierce, Clarence.....	22	Private	Nov. 16, 1891	p	
53	Putnam, Tarrant.....	23	Private	Nov. 16, 1891	p	
54	Pierce, Frank.....	19	Private	Mar. 19, 1894	p	
55	Priest, Frank C.....	18	Private	Mar. 19, 1894	p	
56	Ruder, Andrew.....	26	Private	Nov. 17, 1890	p	
57	Reynolds, George.....	20	Private	June 13, 1893	p	
58	Snyder, Arthur.....	21	Private	Feb. 29, 1892	p	
59	Strunk, Christian.....	26	Private	Nov. 17, 1890	p	
60	Seaman, Mead.....	20	Private	April 21, 1893	p	
61	Severson, Ed. W.....	25	Private	Mar. 19, 1894	p	
62	Sterling, C. V.....	29	Private	Oct. 15, 1894	p	Promoted to Corp'l.
63	Shortell, James E.....	20	Private	Nov. 19, 1894	p	
64	Turnaciff, Ralph.....	21	Private	May 23, 1894	p	
65	Wallace, George.....	22	Private	Feb. 2, 1891	p	
66	Wood, Charles S.....	24	Private	Jan. 8, 1895	p	

THIRD REGIMENT.

FIELD, STAFF, NON-COMMISSIONED STAFF AND BAND.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a	Remarks.
1	Shandrew, John C.....	46	Colonel	Feb. 24, 1884	p	Absent.
2	Johnson, Charles E.....	41	Lieutenant Colonel.....	Mar. 6, 1885	p	
3	Braden, Herbert C.....	27	Major	Oct. 4, 1884	p	
4	Van Duzee, Charles A.....	35	Major	Mar. 3, 1884	p	
5	Winne, Robert L.....	36	Adjutant	Feb. 11, 1886	p	
6	Plummer, Charles H.....	51	Chaplain	July 1, 1887	p	
7	McKusic, Chester.....	33	Judge Advocate.....	Nov. 10, 1894	a	
8	Cook, Charles I.....	30	Quartermaster	Aug. 24, 1887	p	
9	Dodge, Joseph.....	32	Insptr. of Rifle Practice..	May 13, 1886	p	
10	Sterns, Clayton H.....	32	Commissary of Sub.....	Mar. 6, 1885	p	
11	Coxe, Alexander B.....	22	Sergeant Major.....	Jan. 18, 1892	p	
12	Eastman, Herman I.....	54	Color Sergeant.....	April 15, 1885	p	
13	Nutting, Charles W.....	34	Quartermaster Sergeant..	Aug. 31, 1893	p	
14	Sigmond, Rasmus.....	40	Commissary Sergeant.....	Mar. 19, 1884	p	
15	Woods, John.....	22	Regimental Bugler.....	Dec. 8, 1891	p	
16	Seibert, George C., Jr.....	30	Band Leader.....	May 7, 1891	p	
17	Trcziyulny, Charles A.....	39	Drum Major.....	1881	p	
18	Brahy, Peter G.....	37	Musician.....	April 6, 1885	p	
19	Bircher, William.....	54	Musician.....	April 6, 1885	p	
20	Beilfuss, Albert H.....	37	Musician.....	April 6, 1885	p	
21	Froehlich, Anton.....	46	Musician.....	April 7, 1882	p	
22	Frank, Mathias.....	42	Musician.....	April 7, 1882	p	
23	Guibert, M.....	36	Musician.....	April 19, 1894	p	
24	Hosmer, Eugene.....	29	Musician.....	April 19, 1894	p	
25	Henninger, Theo.....	54	Musician.....	May 7, 1891	p	
26	Heinrich, Conrad.....	30	Musician.....	April 16, 1889	p	
27	Marlow, William.....	33	Musician.....	May 7, 1891	p	
28	Rodenkirchen, H.....	44	Musician.....	May 7, 1891	p	
29	Rodenkirchen, Charles.....	28	Musician.....	April 16, 1889	p	
30	Rodenkirchen, J.....	20	Musician.....	May 17, 1891	p	
31	Rahmel, Albert.....	22	Musician.....	April 19, 1894	p	
32	Schneider, Willam.....	28	Musician.....	May 7, 1891	p	
33	Sendner, Joseph.....	35	Musician.....	May 7, 1891	p	
34	Stein, Herman.....	38	Musician.....	April 7, 1882	p	
35	Wuerz, H.....	48	Musician.....	May 7, 1891	p	

COMPANY A.

No.	Names.	Age.	Rank.	Date of Enlistment.	para	Remarks.
1	Bidwell, F. H.	36	Captain	April 19, 1887	p	
2	Quade, Julius	27	First Lieutenant	April 26, 1889	p	
3	Eva, H. V.	26	Second Lieutenant	April 26, 1889	p	
4	Carey, W. H.	24	First Sergeant	Mar. 29, 1892	p	
5	Paine, Parker	21	Second Sergeant	April 26, 1888	p	
6	Hagenson, P. J.	22	Third Sergeant	April 24, 1892	p	
7	Magin, W. B.	28	Fourth Sergeant	Jan. 3, 1894	p	
8	Broadbridge, A. E.	30	Fifth Sergeant	Oct. 2, 1888	p	
9	Sunquist, Benj.	25	Corporal	May 17, 1892	p	
10	Brunner, Robt. H.	25	Corporal	July 12, 1892	p	
11	Richardson, N. F.	23	Corporal	June 10, 1892	p	
12	Barnard, H. J.	19	Corporal	Nov. 21, 1893	p	
13	Melby, Wm.	18	Corporal	Dec. 19, 1893	p	
14	Gibson, Murdo	20	Corporal	Mar. 6, 1894	p	
15	Ames, Fred F.	25	Private	May 1, 1894	p	
16	Anderson, Axel C.	28	Private	June 3, 1890	p	
17	Anderson, Percy	19	Private	June 28, 1894	p	
18	Bell, Fredk. A.	25	Private	Dec. 5, 1893	p	
19	Bennett, Chas. L.	19	Private	Jan. 29, 1895	p	
20	Berbig, Henry F.	19	Private	April 2, 1895	p	
21	Berg, Olaf F.	20	Private	April 3, 1894	p	
22	Bergendahl, S. A.	27	Private	May 10, 1892	p	
23	Blix, Ole D.	25	Private	April 18, 1890	a	Without leave.
24	Brunner, Herman	19	Private	Mar. 6, 1894	p	
25	Christianson, Martin	30	Private	Dec. 20, 1892	p	
26	Close, John E.	24	Private	April 26, 1892	a	Without leave.
27	Cossar, Joseph	18	Private	Sept. 25, 1894	a	
28	Crawford, John B.	22	Private	Dec. 5, 1893	p	
29	Currie, John N.	30	Private	July 5, 1894	p	
30	Eide, Bernt	29	Private	June 3, 1890	p	
31	Engels, Fred.	29	Private	April 26, 1888	a	Without leave.
32	Gilkey, Wm. E.	22	Private	April 3, 1894	p	
33	Hall, Chas. H.	23	Private	April 18, 1890	p	
34	Halpin, Dan J.	25	Private	Nov. 15, 1892	a	Without leave.
35	Hegland, Wm.	23	Private	Feb. 6, 1894	p	
36	Helm, J. Roy	22	Private	Jan. 29, 1895	p	
37	Higgins, Jas. J.	25	Private	April 18, 1890	p	
38	Hood, C. LeRoy	19	Private	Mar. 13, 1894	p	
39	Hood, John	23	Private	May 3, 1892	a	Without lv.
40	Huntley, Sidney J.	25	Private	June 24, 1893	a	Without lv.
41	Jensen, Joseph	28	Private	May 10, 1892	p	
42	Johnson, John H.	25	Private	April 28, 1891	p	
43	King, R. D.	26	Private	Dec. 1, 1893	p	
44	Lydon, John	20	Private	April 3, 1894	p	
45	Magin, Geo. B.	24	Private	Jan. 9, 1894	p	
46	Matthews, Wm. E.	25	Private	April 26, 1892	p	
47	Mullin, Robt.	29	Private	April 18, 1893	p	
48	Mungerson, Chas E.	22	Private	Mar. 21, 1893	p	
49	Paulson, Carl	32	Private	Dec. 5, 1893	p	
50	Pierce, Warren	22	Private	Aug. 23, 1892	p	
51	Repensky, Jos. G.	19	Private	Jan. 8, 1895	p	
52	Riddle, Burdette S.	22	Private	Mar. 12, 1895	p	
53	Ruhnke, F. W.	23	Private	Dec. 5, 1893	p	
54	Schwieger, John D.	18	Private	Feb. 12, 1895	p	
55	Smith, D. R.	20	Private	June 28, 1894	p	
56	Sundby, Christian	30	Private	Dec. 5, 1893	p	
57	Talboys, Arthur W.	18	Private	Mar. 5, 1895	p	
58	Tetu, Victor A.	23	Private	April 12, 1892	p	
59	Wade, Frank H.	23	Private	April 12, 1892	p	
60	Watts, Thos. J.	26	Private	May 27, 1892	p	
61	Wenzel, Edward J.	24	Private	Feb. 12, 1895	p	
62	Westberg, Rudolph A.	18	Private	Mar. 12, 1895	p	
63	Whitaker, Henry	22	Private	Mar. 6, 1894	p	
64	Wing, Edward E.	24	Private	April 12, 1892	p	
65	Wood, Jos. S.	21	Private	Feb. 13, 1894	p	

COMPANY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	p or a	Remarks.
1	Bartlett, Geo. D.	31	Captain	Oct. 24, 1893	p	
2	Cook, Chas. I.	30	First Lieutenant	Aug. 24, 1887	p	
3	Staples, Roy G.	23	Second Lieutenant	May 14, 1890	p	
4	Pride, Wm. S.	25	First Sergeant	Mar. 27, 1888	p	
5	Hickman, Frank B.	32	Sergeant	Sept. 27, 1888	p	
6	McGlaulin, Wm. E.	25	Sergeant	April 25, 1888	p	
7	Pratt, Albert F.	24	Sergeant	May 13, 1889	p	
8	Wethern, Allie W.	25	Sergeant	Dec. 30, 1892	p	
9	Murphy, Apl. P.	24	Sergeant	Nov. 30, 1887	p	
10	Herrick, Truman	28	Corporal	July 12, 1892	p	
11	Troy, Louis M.	22	Corporal	Dec. 8, 1891	p	
12	Bergeron, Henry L.	23	Corporal	Jan. 26, 1892	p	
13	Faber, Harry F.	32	Corporal	Aug. 19, 1887	p	
14	Geddes, Geo. E.	22	Corporal	May 16, 1891	p	
15	Clark, Josiah.	36	Musician	Aug. 19, 1887	p	
16	Hollis, Harry W.	20	Musician	Mar. 2, 1894	p	
17	Bergeron, Edw. F.	19	Private	Mar. 5, 1895	p	
18	Beardsley, Sam'l	20	Private	Mar. 5, 1895	p	
19	Bird, Lem. C.	27	Private	Mar. 2, 1894	p	
20	Bolster, Wm. E.	29	Private	Mar. 27, 1888	a	Furlough.
21	Brown, Jay	21	Private	Dec. 8, 1891	p	
22	Brown, Percy	21	Private	Mar. 1, 1892	p	
23	Brooks, Jesse	22	Private	April 27, 1894	p	
24	Browning, Eugene	19	Private	Mar. 2, 1894	p	
25	Campbell, Geo. W.	19	Private	Mar. 5, 1895	p	
26	Christie, Chas. P.	21	Private	Nov. 2, 1893	a	Furlough.
27	Colwell, Jas. H.	26	Private	Oct. 5, 1893	p	
28	Dahlgren, Jno. E.	22	Private	May 23, 1893	p	
29	Douglas, Jas. E.	19	Private	Mar. 5, 1895	p	
30	Ersin, Harold O.	19	Private	April 1, 1895	p	
31	Faber, Fred N.	25	Private	Aug. 24, 1887	p	
32	Greenfield, Clarence	20	Private	May 23, 1893	p	
33	Hackett, John P.	25	Private	July 2, 1894	a	Without leave.
34	Hammons, D. Byron	19	Private	Mar. 5, 1895	p	
35	Harrington, Hiram A.	32	Private	June 9, 1890	p	
36	Harrington, Roy	22	Private	April 27, 1894	p	
37	Hickman, Wm.	30	Private	May 13, 1889	a	Furlough.
38	Hunter, Bazel.	18	Private	Mar. 5, 1895	p	
39	Hunter, Forrest	19	Private	Mar. 5, 1895	p	
40	Jensen, Ant. C.	23	Private	May 13, 1889	p	
41	Jensen, Mads P.	19	Private	April 11, 1894	p	
42	Johnson, Aug.	23	Private	May 13, 1889	p	
43	Knudson, M. C.	20	Private	April 1, 1895	p	
44	Knudson, Peter J.	25	Private	April 11, 1894	p	
45	Lang, Harvey M.	18	Private	Mar. 5, 1895	p	
46	Larson, John M.	20	Private	April 1, 1895	p	
47	Leavitt, Jos. E.	19	Private	Dec. 19, 1894	p	
48	McClymont, Sandy	22	Private	Mar. 5, 1895	p	
49	Magson, Thos. Jr.	22	Private	April 18, 1891	p	
50	Mason, Hill L.	18	Private	Mar. 5, 1895	p	
51	Merrill, Page	20	Private	Nov. 2, 1893	p	
52	Moberg, Nic. P.	21	Private	Mar. 5, 1894	p	
53	Murphy, Eugene	22	Private	Feb. 2, 1892	p	
54	Murphy, James	20	Private	May 23, 1893	p	
55	Norell, Gustav E.	21	Private	April 1, 1895	p	
56	Peck, Willis	23	Private	May 23, 1893	a	Without leave.
57	Pomeroy, Ralph	19	Private	Nov. 2, 1893	p	
58	Purnmont, Mark A.	20	Private	Oct. 17, 1893	p	
59	Reem, B. F.	22	Private	Mar. 5, 1895	a	Without leave.
60	Russell, Frank E.	23	Private	May 23, 1893	p	
61	Shepard, Will T.	22	Private	May 23, 1893	p	
62	Smith, Edw.	22	Private	May 23, 1893	p	
63	Smith, Guy	20	Private	Mar. 5, 1895	p	
64	Sowden, Harry	20	Private	May 30, 1893	p	
65	Stevens, Olley	20	Private	May 23, 1893	p	
66	Strong, Edw. F.	19	Private	Mar. 5, 1895	p	
67	Stridley, Chas. E.	22	Private	Mar. 5, 1895	p	
68	Thomas, Venown	24	Private	Mar. 5, 1895	p	
69	Thompson, Chas. W.	31	Private	Jan. 26, 1892	p	
70	Tigue, Francis H.	18	Private	Mar. 5, 1895	p	
71	Van Dake, Albert	18	Private	Mar. 5, 1895	p	
72	Vevea, Frank H.	25	Private	Jan. 12, 1892	p	
73	Vickere, Albeon	20	Private	Mar. 5, 1895	p	
74	Wethern, Geo.	30	Private	June 5, 1888	p	
75	Wethern, Judd	18	Private	Mar. 5, 1895	p	
76	Wethern, J. L.	18	Private	Mar. 5, 1895	p	

COMPANY C.

No.	Names.	Age.	Rank.	Date of Enlistment.	para	Remarks.
1	Resche, F. E.	29	Captain	Oct. 2, 1888	p	
2	Barsness, A. M.	26	First Lieutenant	April 18, 1890	p	
3	Little, Richard	27	Second Lieutenant	Mar. 7, 1894	p	
4	Watts, Alf. E.	30	First Sergeant	Aug. 18, 1884	p	
5	Munsey, E. J.	32	Second Sergeant	Mar. 7, 1894	p	
6	Reed, D. C.	24	Third Sergeant	Mar. 7, 1894	p	
7	Coons, Alonzo	22	Fourth Sergeant	Mar. 7, 1894	p	
8	Josten, C. T.	27	Fifth Sergeant	Mar. 7, 1894	p	
9	Linstrom, C. A.	25	First Corporal	Mar. 7, 1894	p	
10	Konkle, A. L.	27	Second Corporal	April 6, 1894	p	
11	Holling, C. J.	23	Third Corporal	Mar. 7, 1894	p	
12	Nelson, O. W.	20	Fourth Corporal	Mar. 7, 1894	p	
13	Reed, M. H.	19	Fifth Corporal	April 4, 1894	p	
14	Leonard, R. J.	17	Musician	Mar. 14, 1894	p	
15	Anderson, H. R.	19	Private	Mar. 7, 1894	p	
16	Beattie, John	22	Private	July 5, 1894	p	
17	Carlson, Peter	24	Private	Mar. 7, 1894	p	
18	Cobean, S. A.	19	Private	Mar. 7, 1894	p	
19	Collins, Geo. B.	30	Private	Sept. 26, 1894	p	
20	Cullen, John	22	Private	Mar. 7, 1894	p	
21	Davidson, Isaac	30	Private	Mar. 7, 1894	p	
22	Dawson, Frank	26	Private	May 9, 1894	a	Furlough.
23	Fish, W. R.	23	Private	July 8, 1894	a	Sick.
24	Flodin, W. O.	21	Private	April 6, 1894	p	
25	Frane, Geo. W.	33	Private	April 11, 1894	a	Without leave.
26	Goodrich, Chas.	22	Private	Mar. 7, 1894	p	
27	Hoffman, Chas.	32	Private	Mar. 7, 1894	p	
28	Ingalls, R. H.	22	Private	May 11, 1894	p	
29	Johnson, Dan	19	Private	Mar. 7, 1894	p	
30	Jones, J. T.	20	Private	Mar. 21, 1894	p	
31	Lawrence, J. E.	22	Private	Mar. 28, 1894	p	
32	Lemieux, Clarence	20	Private	April 4, 1894	p	
33	Long, R. H.	29	Private	April 11, 1894	p	
34	Lundberg, G. E.	25	Private	April 6, 1894	p	
35	McCoy, W. H.	20	Private	May 18, 1894	p	
36	McLennan, Donald	23	Private	April 10, 1895	p	
37	McNitt, L. B.	27	Private	Mar. 7, 1894	p	
38	Magnuson, John	26	Private	Mar. 7, 1894	p	
39	Morrison, Allan	19	Private	May 1, 1895	p	
40	Nevin, Lincoln	23	Private	Mar. 21, 1894	p	
41	Olson, Chas.	19	Private	April 6, 1894	p	
42	Olson, John	24	Private	May 18, 1894	p	
43	Peterson, John	19	Private	Mar. 7, 1894	a	Without leave.
44	Pierce, W. L.	36	Private	Mar. 7, 1894	p	
45	Schneider, Louis	21	Private	Mar. 7, 1894	p	
46	Selgrist, S. W.	36	Private	Mar. 7, 1894	a	Furlough.
47	Sliter, W. A.	22	Private	June 6, 1894	p	
48	Silberstein, E. J.	19	Private	Mar. 7, 1894	p	
49	Stenberg, O. H.	27	Private	July 8, 1894	p	
50	Stewart, Kennedy	28	Private	Mar. 8, 1894	p	
51	Stockwell, C. N.	23	Private	Mar. 20, 1895	p	
52	Thomson, F. B.	20	Private	April 6, 1894	p	
53	Thorson, Alfred	30	Private	April 4, 1894	p	
54	Thorson, Jacob	28	Private	April 4, 1894	p	
55	Toucey, G. J.	20	Private	Mar. 7, 1894	p	
56	Witz, Harry	19	Private	April 3, 1895	p	

COMPANY D.

No.	Names.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Person, E. S.	23 Captain	Nov. 9, 1887	p	
2	Kinne, W. W.	36 First Lieutenant	May 16, 1888	p	
3	Erstad, J. A.	31 Second Lieutenant	Nov. 9, 1887	p	
4	Yochem, H. W.	22 First Sergeant	Nov. 21, 1888	p	
5	Eastman, G. W.	26 Second Sergeant	Jan. 25, 1888	p	
6	Hauck, Miles.	25 Third Sergeant	April 16, 1890	p	
7	Anderson, Oscar.	22 Fourth Sergeant	April 24, 1889	p	
8	Mosher, A. E.	23 Fifth Sergeant	Mar. 13, 1893	p	
9	Anderson, H.	23 Corporal	Nov. 8, 1893	p	
10	Peterson, Ed.	24 Corporal	April 17, 1889	p	
11	Schultz, P. A.	21 Corporal	April 17, 1889	p	
12	Thoreson, Theo.	25 Corporal	Jan. 4, 1893	a	Without leave.
13	Bleirwalter, Tom.	24 Corporal	Mar. 1, 1893	p	
14	Bonham, C. O.	20 Corporal	April 11, 1891	p	
15	Stearns, C. G.	18 Musician	Oct. 6, 1893	p	
16	Sigmond, Roy.	16 Musician	July 3, 1894	p	
17	Amlt, A. L.	25 Private	Mar. 8, 1893	p	
18	Brown, Oscar.	26 Private	July 6, 1894	p	
19	Collings, John.	22 Private	April 27, 1894	p	
20	Chaffee, C. D.	22 Private	April 16, 1894	a	Furlough.
21	Davis, E. F.	20 Private	April 17, 1895	p	
22	Dahlquist, E.	25 Private	April 17, 1895	p	
23	Grover, C. D.	21 Private	Mar. 5, 1890	a	Furlough.
24	Haugen, L. O.	23 Private	Sept. 7, 1892	p	
25	Hauck, John.	21 Private	April 9, 1890	p	
26	Hauff, E. P.	23 Private	May 21, 1890	p	
27	Hinz, F. H.	24 Private	Mar. 12, 1890	p	
28	Hemenway, Chas.	16 Private	May 3, 1895	p	
29	Johnson, John.	18 Private	Feb. 28, 1894	p	
30	Koth, Wm.	25 Private	Feb. 13, 1895	a	
31	Kittlewell, Geo.	18 Private	April 16, 1894	p	Furlough.
32	Kinvig, Wm.	18 Private	Jan. 31, 1894	p	
33	Larson, L.	20 Private	July 3, 1894	p	
34	Langworthy, R. G.	23 Private	Feb. 13, 1895	p	
35	Museth, B.	21 Private	April 4, 1894	p	
36	Munson, O. G.	31 Private	April 16, 1890	p	
37	Molton, J. J.	25 Private	Nov. 26, 1890	a	Furlough.
38	Miller, E.	20 Private	April 3, 1895	p	
39	Mogren, A.	27 Private	May 8, 1895	p	
40	McHugh, Thos.	34 Private	April 24, 1889	p	
41	Ness, L. P.	24 Private	April 17, 1895	p	
42	Nerhaugen, Edwin.	17 Private	May 10, 1895	p	
43	Nye, James.	16 Private	May 3, 1895	p	
44	Olson, O. J.	20 Private	Jan. 27, 1894	p	
45	Olson, Norman.	17 Private	May 1, 1895	p	
46	Person, C. F.	19 Private	April 17, 1895	p	
47	Podmore, G. H.	19 Private	April 17, 1895	p	
48	Robinson, J. A.	40 Private	Feb. 3, 1892	p	
49	Reitmann, B. F.	19 Private	Mar. 6, 1895	p	
50	Staiger, R. J.	26 Private	June 24, 1891	p	
51	Strand, O. K.	21 Private	April 15, 1891	p	
52	Severson, A.	21 Private	Oct. 6, 1893	p	
53	Star, Lars.	21 Private	Jan. 9, 1895	a	Without lv.
54	Sinter, E.	19 Private	April 17, 1895	a	Without lv.
55	Thomson, T.	23 Private	Jan. 31, 1894	p	
56	Teich, H.	22 Private	April 25, 1894	p	
57	Vold, Ole.	21 Private	April 16, 1894	a	Furlough.
58	Yochem, Fred.	20 Private	April 11, 1891	p	

COMPANY E.

No.	Names.	Age.	Rank.	Date of Enlistment.	Port	Remarks.
1	Clarkson, Worrell.....	25	Captain	Feb. 2, 1892	p	Formerly
2	Naylor, Wm. Keith.....	20	First Lieutenant.....	April 10, 1895	p	Co. G, 3d
3	Baker, Fred L.....	24	Second Lieutenant.....	April 10, 1895	p	Regt.*
4	*Matson, Frank W.....	19	Sergeant	Sept. 27, 1893	p	Transf'd
5	Deming, Chas. W.....	21	Sergeant	April 10, 1895	p	from Co. I,
6	Williamson, Jno. W.....	28	Sergeant	April 10, 1895	p	1st Regt.*
7	*Coykendall, Gustav A.....	20	Sergeant	June 21, 1893	p	Transf'd
8	Ames, Geo. F.....	25	Corporal	April 10, 1895	p	from Co. I,
9	Aronson, Andrew.....	27	Corporal	April 10, 1895	p	1st Regt.*
10	Eastman, Ralph.....	22	Corporal	April 10, 1895	p	
11	Douglass, Arenten J., Jr.....	21	Corporal	April 10, 1895	p	
12	McNamara, Jno. A.....	19	Corporal	April 10, 1895	p	
13	Baldwin, Ralph C.....	22	Private	April 10, 1895	p	
14	Bergsten, Aug. N.....	30	Private	April 10, 1895	p	
15	Bergusson, Chas. E.....	19	Private	April 10, 1895	p	
16	Brunner, John N.....	28	Private	April 10, 1895	p	
17	*Campbell, Edmund.....	18	Private	April 10, 1895	a	Without
18	Cavanagh, Wm. E.....	19	Private	April 10, 1895	p	leave.
19	Collins, John E.....	29	Private	April 13, 1895	p	
20	Coykendall, Horatio G.....	18	Private	April 10, 1895	p	
21	Dockeray, Walter G.....	18	Private	April 10, 1895	p	
22	Donnelly, Harry L.....	23	Private	April 10, 1895	p	
23	Doyle, James.....	22	Private	April 10, 1895	p	
24	Erickson, A. G.....	21	Private	April 10, 1895	p	
25	Flater, Herbert F.....	29	Private	April 10, 1895	p	
26	Gable, John Frank.....	21	Private	June 24, 1891	a	Without
27	Hanson, Olaf.....	18	Private	May 6, 1895	p	leave.
28	Hall, Willson L.....	18	Private	April 10, 1895	p	
29	Hamilton, Benj.....	18	Private	April 10, 1895	p	
30	Hillman, Wm. B.....	18	Private	April 10, 1895	p	
31	Hoyt, Alfred.....	19	Private	May 6, 1895	p	
32	Johnson, John.....	18	Private	April 10, 1895	p	
33	Kain, Milo J.....	21	Private	April 19, 1895	p	
34	Larson, Emmet A.....	24	Private	April 19, 1895	p	
35	Larson, Wm. O.....	18	Private	April 19, 1895	p	
36	Linden, Peter A.....	32	Private	April 10, 1895	p	
37	McGee, Alex. U.....	22	Private	April 10, 1895	p	
38	Markley, Thos. Edward.....	18	Private	April 10, 1895	p	
39	Marsh, Herbert E.....	21	Private	April 10, 1895	p	
40	Miller, Herbert E.....	18	Private	April 10, 1895	p	
41	Muldoon, Harry J.....	18	Private	April 10, 1895	a	Without
42	Nelson, Bert E.....	19	Private	April 19, 1895	p	leave.
43	Newland, Albert B.....	25	Private	April 13, 1895	p	
44	O'Keefe, Timothy C.....	30	Private	May 27, 1895	p	
45	Oakes, Bethuel S.....	18	Private	April 10, 1895	p	
46	Perry, Fred E.....	19	Private	April 10, 1895	p	
47	Peterson, Charles.....	21	Private	April 10, 1895	p	
48	Pitts, Joel.....	18	Private	April 10, 1895	p	
49	Risberg, Hans.....	29	Private	April 10, 1895	p	
50	Sanden, Chas.....	26	Private	April 10, 1895	p	
51	Sanahan, Patrick Jos.....	18	Private	April 10, 1895	p	
52	Smith, Henry Lee.....	18	Private	April 13, 1895	p	
53	Sorenson, Fred.....	20	Private	May 6, 1895	p	
54	Strobach, Frank.....	24	Private	May 27, 1895	p	
55	Swanson, Edward.....	18	Private	April 10, 1895	p	
56	Swanson, J. Edward.....	22	Private	May 27, 1895	p	
57	Therien, Benj. L.....	22	Private	May 23, 1895	p	
58	Wilde, Harry M.....	18	Private	April 10, 1895	p	
59	Williamson, Frank L.....	29	Private	April 10, 1895	p	
60	Winterhall, Fred W.....	21	Private	May 6, 1895	p	
61	Zahn, Albert W.....	23	Private	April 10, 1895	p	
62	Trake, Reuben J.....	21	Private	May 29, 1895	p	

COMPANY F.

No.	Names.	Age.	Rank.	Date of Enlistment.	para	Remarks.
1	McKay, C. W.	46	Captain	May 29, 1893	p	
2	Danstrom, C. G.	22	First Lieutenant	June 4, 1891	p	
3	Field, Peter O.	22	Second Lieutenant	Mar. 16, 1892	p	
4	Kalling, Harold.	24	First Sergeant	May 3, 1890	p	
5	Brackett, C. J.	36	Second Sergeant	Feb. 26, 1891	p	
6	Kidder, Alfred.	28	Third Sergeant	May 16, 1889	p	Acting Q. M. S.
7	Egeland, Lars.	33	Fourth Sergeant	May 1, 1890	p	
8	Wessberg, C. W.	22	Fifth Sergeant	May 1, 1890	p	
9	Barenholt, C. E.	25	First Corporal	May 4, 1891	p	
10	Maynard, H. J.	32	Second Corporal	May 26, 1890	p	
11	Gore, W. E.	22	Third Corporal	Mar. 24, 1893	p	
12	Staples, Chas. E.	21	Fourth Corporal	Mar. 3, 1892	p	
13	Colvert, E. H.	22	Fifth Corporal	Aug. 20, 1891	p	
14	Lisle, E. T.	26	Sixth Corporal	July 29, 1892	p	
15	Waters, Frank A.	19	Musician	Feb. 15, 1894	p	
16	Barbeau, P. J.	22	Musician	July 3, 1891	p	
17	Arnston, C. S.	24	Private	Dec. 16, 1891	p	
18	Amadon, Guy.	20	Private	Sept. 7, 1893	p	
19	Austin, George.	24	Private	April 5, 1894	p	
20	Barbeau, A. C.	25	Private	Mar. 5, 1891	p	
21	Burke, Edward L.	23	Private	Sept. 28, 1893	p	
22	Cole, Carl D.	19	Private	Mar. 17, 1894	p	
23	Carlson, C. A.	21	Private	Feb. 15, 1894	a	Sick.
24	Doyle, B. E.	28	Private	Aug. 5, 1892	p	
25	Doyle, Hugh.	35	Private	Aug. 11, 1892	p	
26	Everts, Albert O.	21	Private	Mar. 17, 1894	p	
27	Hawes, C. D.	40	Private	Feb. 11, 1892	p	
28	Hantsman, J. B.	36	Private	Feb. 22, 1893	p	
29	Huntoon, J. E.	19	Private	Mar. 25, 1895	p	
30	Heasley, Wm. F.	18	Private	April 17, 1895	p	
31	Jones, C. S.	23	Private	July 21, 1892	p	
32	Kalling, George.	23	Private	Jan. 22, 1891	p	
33	Kidder, Jason.	26	Private	Feb. 5, 1894	p	
34	Larson, R. O.	24	Private	Dec. 16, 1891	p	
35	Langley, H. A.	24	Private	Feb. 18, 1892	p	
36	LaValley, P. H.	31	Private	Mar. 10, 1892	p	
37	LaValley, L. A.	24	Private	April 7, 1892	p	
38	McKinstry, G. H.	22	Private	June 20, 1891	p	
39	Morley, W. A.	23	Private	Feb. 15, 1894	p	
40	Mason, Chas. A.	18	Private	Mar. 25, 1895	p	
41	McCollugh, Geo. F.	20	Private	April 17, 1895	p	
42	Nilsen, Hans.	35	Private	July 6, 1890	p	
43	Orr, Theo.	22	Private	Feb. 13, 1893	p	
44	Peterson, C. W.	41	Private	July 6, 1890	a	Without lv.
45	Stevens, S. A.	28	Private	June 30, 1892	a	
46	Shellum, Andrew.	19	Private	Sept. 14, 1893	p	
47	Schlacht, Wm. F.	22	Private	April 5, 1894	p	
48	Swanson, Aug. J.	28	Private	April 5, 1894	p	
49	Smith, Frank A.	19	Private	June 20, 1894	p	
50	Sample, Wm. T. P.	18	Private	Mar. 25, 1895	p	
51	Tillapaugh, H. J.	28	Private	Feb. 22, 1892	p	
52	Tomhaave, J. H.	21	Private	July 5, 1894	p	
53	Tvete, Geo.	18	Private	April 17, 1895	p	
54	Wessberg, J. E.	22	Private	Oct. 15, 1891	p	

COMPANY G.

No.	Names.	Age.	Rank.	Date of Enlistment.	para	Remarks.
1	Reeves, G. H.	32	Captain	Feb. 2, 1892	p	
2	Clarkson, W.	25	First Lieutenant	Feb. 2, 1892	a	In Arm-
3	Smith, H. P.	36	Second Lieutenant	Feb. 2, 1892	p	ory, not
4	Cook, E. H.	23	Sergeant	Oct. 10, 1892	p	in uni-
5	Sharp, U. S. G.	32	Sergeant	June 19, 1892	p	form.
6	Morrison, J.	30	Sergeant	Feb. 2, 1892	p	
7	Barnes, L. A.	24	Sergeant	Feb. 2, 1892	p	
8	Sickles, N.	24	Sergeant	Feb. 2, 1892	p	
9	Prescott, S. K.	19	Corporal	May 5, 1893	a	Furlough.
10	Zanft, E. J.	27	Corporal	Feb. 2, 1892	p	
11	Murphy, S. S.	30	Corporal	Feb. 2, 1892	a	Without
12	Kingsbury, N. C.	30	Corporal	Mar. 29, 1894	p	leave.
13	Bagley, C.	27	Corporal	Feb. 15, 1894	p	
14	Watson, J. T.	26	Corporal	Jan. 24, 1895	p	
15	Clippert, F.	15	Musician	Feb. 15, 1892	p	
16	Wells, R. H.	17	Musician	Aug. 1, 1892	p	
17	Barnard, J. L.	24	Private	April 18, 1895	p	
18	Barnard, S.	21	Private	Jan. 17, 1895	p	
19	Bassett	21	Private	Jan. 17, 1895	a	Without
20	Bull	20	Private	Jan. 10, 1895	p	leave.
21	Best	22	Private	Feb. 21, 1895	p	
22	Buck, C. J.	22	Private	Feb. 2, 1892	a	Without lv.
23	Birch, W. H.	22	Private	Feb. 2, 1892	a	Without lv.
24	Clements	28	Private	Feb. 22, 1892	p	
25	Carroll	20	Private	Mar. 15, 1894	a	Left City.
26	Cash	20	Private	July 15, 1894	a	Furlough.
27	Chapman	21	Private	Aug. 16, 1894	p	
28	Campbell, W. H.	19	Private	Jan. 10, 1895	p	
29	Campbell, F. C.	18	Private	Mar. 14, 1895	a	Without
30	Cook	19	Private	Jan. 17, 1895	p	leave.
31	Carlson	19	Private	Mar. 7, 1895	p	
32	Cochran	22	Private	Feb. 14, 1895	p	
33	Farrell	19	Private	Feb. 28, 1895	p	
34	Foley	20	Private	Feb. 17, 1895	a	Without
35	Getchell	29	Private	Feb. 2, 1892	p	leave.
36	Grieser	19	Private	Mar. 14, 1895	p	
37	Hulbert	20	Private	May 13, 1893	p	
38	Johns	19	Private	July 1, 1894	p	
39	Kent	18	Private	Jan. 17, 1895	p	
40	Laughton	16	Private	Mar. 14, 1895	p	
41	Lazarus	28	Private	Mar. 29, 1894	p	
42	Medley	20	Private	Mar. 7, 1895	p	
43	Munroe	28	Private	Feb. 2, 1892	a	Discharge
44	Miller	20	Private	Jan. 17, 1895	p	asked for.
45	Nash	23	Private	Mar. 28, 1895	p	
46	Naughton	19	Private	Mar. 7, 1895	p	
47	Nixon	22	Private	May 13, 1893	p	
48	Patton	25	Private	Feb. 2, 1892	p	
49	Prescott	21	Private	July 10, 1892	p	
50	Pierce	21	Private	Jan. 25, 1894	p	
51	Pomeroy	20	Private	Mar. 15, 1894	p	
52	Peterson	28	Private	Feb. 15, 1894	p	
53	Paradis	29	Private	May 17, 1894	a	Discharge
54	Porier	19	Private	Mar. 7, 1895	p	asked for.
55	Skinner	29	Private	Feb. 2, 1892	p	
56	Smith	19	Private	Mar. 14, 1895	p	
57	Thompson	23	Private	April 5, 1894	p	
58	Walsh	22	Private	Jan. 10, 1895	p	
59	Wigdahl	19	Private	June 13, 1894	p	
60	Wheeler	28	Private	Feb. 2, 1892	a	Without
61	Whelan, E.	20	Private	Mar. 14, 1895	p	leave.
62	Whelan, F.	19	Private	Mar. 14, 1895	p	
63	Zelzer	24	Private	April 5, 1894	a	Discharge
64	Thexton	30	Private	Feb. 2, 1892	p	asked for.
65	Johnson	26	Private	May 7, 1895	p	

COMPANY H.

No.	Names.	Age.	Rank.	Date of Enlistment.	p o r a	Remarks.
1	Holmberg, F. R.	30	Captain	Aug. 17, 1895	p	
2	Salter, C. C.	28	First Lieutenant	Jan. 20, 1894	p	
3	Viers, C. W.	43	First Sergeant	Feb. 8, 1892	p	
4	Gunderson, Chas.	21	Second Sergeant	Feb. 8, 1892	p	
5	Filiatralt, A. J.	22	Third Sergeant	Feb. 8, 1892	p	
6	Aune, Martin	18	Fourth Sergeant	Feb. 8, 1892	p	
7	Pelton, F. H.	25	Fifth Sergeant	Feb. 26, 1894	p	
8	Towner, Chas. W.	18	First Corporal	Mar. 5, 1894	p	
9	Riggin, Dan.	19	Second Corporal	Jan. 3, 1893	p	
10	Norton, J. H.	31	Third Corporal	May 14, 1894	p	
11	Harrison, George	22	Fourth Corporal	Feb. 8, 1892	p	
12	Hulbert, Ed A.	19	Fifth Corporal	May 19, 1893	a	Without leave.
13	Wilkinson, E. J.	28	Sixth Corporal	April 1, 1895	p	
14	Johnson, Leslie	14	First Musician	June 18, 1892	p	
15	Schwingle, Lee	13	Second Musician	May 4, 1894	p	
16	Anpli, Gust.	22	Private	May 11, 1892	p	
17	Anderson, Ole O.	23	Private	May 3, 1893	p	
18	Berggren, Gust.	41	Private	May 3, 1893	p	Without leave.
19	Barker, Ottis	19	Private	Sept. 1, 1894	p	Without leave.
20	Clark, William	39	Private	May 11, 1892	a	Without leave.
21	Clippert, Geo. W.	18	Private	May 10, 1893	p	
22	Crist, Frank	26	Private	Oct. 17, 1893	p	
23	Deschamp, Dan.	30	Private	Mar. 21, 1894	p	
24	Day, Roscoe	23	Private	Mar. 28, 1894	p	
25	Eaton, Chas. L.	34	Private	Mar. 12, 1894	p	
26	Eytcheson, Geo. W.	32	Private	May 10, 1893	p	
27	Field, Soren	32	Private	Feb. 8, 1892	p	
28	Faughnon, Barney	18	Private	Jan. 31, 1893	p	
29	Foss, Petter	25	Private	Feb. 14, 1894	a	Without lv.
30	Forsyth, George	21	Private	July 5, 1894	a	Without lv.
31	Flock, J. M.	18	Private	April 3, 1895	p	
32	Goneau, Eddy	19	Private	Mar. 28, 1894	p	
33	Hanson, Peter	26	Private	Mar. 28, 1894	p	
34	Hanson, John O.	26	Private	Feb. 14, 1894	p	
35	Habberstad, Christ.	22	Private	Mar. 12, 1894	p	
36	Harris, George	27	Private	Jan. 2, 1894	a	
37	Johnson, David	30	Private	May 3, 1893	a	
38	James, Wm.	23	Private	Mar. 21, 1894	p	
39	Joleymore, Mark	36	Private	Mar. 28, 1894	p	
40	Johnson, Christ.	32	Private	Mar. 28, 1894	p	
41	Jorgenson, Enoch	26	Private	Feb. 8, 1892	a	Without leave.
42	Jack, George	18	Private	July 5, 1894	p	
43	Knauf, Arthur	19	Private	May 10, 1893	p	
44	Lovelace, W. A.	25	Private	Feb. 8, 1892	p	
45	Love, Wm.	29	Private	May 4, 1894	p	
46	McArton, M. J.	30	Private	Feb. 8, 1892	p	
47	McAskel, Fred.	23	Private	May 6, 1892	p	
48	McDonald, N. F.	28	Private	May 12, 1894	a	Without lv.
49	McDonald, H. A.	27	Private	May 21, 1894	a	Without lv.
50	McDonald, F. T.	31	Private	May 12, 1894	a	Without lv.
51	Mundt, John	26	Private	Dec. 12, 1893	p	
52	Mundt, Henry	28	Private	Jan. 31, 1894	p	
53	Morrison, Robert	28	Private	July 5, 1894	a	Without leave.
54	Nelson, Nels.	34	Private	Feb. 26, 1894	p	
55	Orfald, John	25	Private	Feb. 8, 1892	p	
56	Pickkerinien	23	Private	Feb. 8, 1892	p	
57	Pockert, Emil	22	Private	Dec. 12, 1893	p	
58	Peterson, A. C.	28	Private	Feb. 8, 1892	p	
59	Riggin, Frank	27	Private	Feb. 8, 1892	p	
60	Riggin, Mark	36	Private	Feb. 8, 1892	p	
61	Rossader, James	20	Private	Mar. 12, 1894	p	
62	Scarlet, A.	21	Private	May 5, 1892	a	Without lv.
63	Smith, W. J.	27	Private	Dec. 19, 1893	a	Without lv.
64	Simpson, Alex.	21	Private	Mar. 12, 1894	p	
65	Schwalen, Harry	18	Private	Mar. 5, 1894	p	
66	Thompson, H. L.	38	Private	Dec. 26, 1893	p	
67	Valley, Ed.	19	Private	Mar. 28, 1894	p	
68	Warner, Ed.	27	Private	May 6, 1892	p	
69	Wang, Sam	21	Private	May 3, 1893	a	
70	Wells, R. C.	19	Private	June 12, 1893	a	Without lv.
71	Weswig, Odin	19	Private	Mar. 12, 1894	p	
72	Wheeler, Wm.	19	Private	July 5, 1894	p	
73	Weaver, Carl C.	18	Private	April 1, 1895	p	
74	Martin, Dennis	13	Musician	May 1, 1894	a	Without lv.

FIRST BATTALION ARTILLERY.

FIELD AND STAFF.

No.	Names.	Age.	Rank.	Date of Enlistment.	pora.	Remarks.
1	Libbey, Elias D.....	51	Major	Oct. 3, 1890	p	
2	Lambert, Geo. C.....	27	First Lieut. and Adjt....	May 21, 1890	p	
3	Olander, Adolph.....	34	First Lieut. and Q. M....	April 30, 1888	p	
4	Bennett, Harold.....	19	Q. M. Sergeant.....	April 9, 1894	p	
5	Coon, George M.....	35	First Lt. and Asst. Sur..	Mar. 13, 1895	p	Dt. to 1st Bat. Art

BATTERY A.

No.	Names.	Age.	Rank.	Date of Enlistment	pora.	Remarks
1	Murphy, Wm. J.....	27	Captain	Oct. 16, 1885	p	
2	Barron, John F.....	31	First Lieutenant.....	July 1, 1889	p	
3	Allen, Benton E.....	28	Second Lieutenant.....	April 26, 1889	p	
4	Kelly, Wm. Louis, Jr....	27	First Sergeant.....	June 31, 1893	p	
5	Kiefer, Frank V.....	22	Q. M. Sergeant.....	April 2, 1892	p	
6	Rooch, Oscar L.....	37	Sergeant	April 23, 1892	p	
7	Skok, Frank J.....	26	Sergeant	Mar. 7, 1891	p	
8	Maroney, James T.....	27	Sergeant	April 16, 1892	p	
9	Wallace, James G.....	23	Sergeant	Sept. 1, 1893	p	
10	Schlenker, Julius W.....	24	Corporal	April 12, 1889	p	
11	Garvey, William J.....	26	Corporal	July 18, 1887	p	Furlough.
12	Spain, William.....	29	Corporal	May 7, 1892	p	
13	Bisbee, Guy T.....	24	Corporal	Sept. 30, 1893	p	
14	Larson, Henry.....	26	Corporal	June 15, 1888	p	
15	Groh, Rudolph M.....	29	Trumpeter	Oct. 16, 1888	p	
16	Groh, Joseph.....	19	Trumpeter	April 20, 1894	p	
17	Broeders, Theodore.....	20	Private	Mar. 23, 1894	p	
18	Brisnon, Maurice D.....	28	Private	June 15, 1894	a	Furlough
19	Bribe, Paul J.....	18	Private	Feb. 8, 1895	p	
20	Burchem, Michael.....	19	Private	Mar. 15, 1895	p	
21	Cheska, Anthony R.....	24	Private	May 5, 1891	p	
22	Clarke, John M.....	25	Private	Feb. 8, 1895	p	
23	Drefohl, Adolph M.....	23	Private	Oct. 15, 1892	p	
24	Dwyer, Peter J.....	23	Private	Jan. 19, 1894	p	
25	Eberhardt, Philip.....	23	Private	April 6, 1894	p	
26	Foley, John.....	19	Private	April 6, 1894	p	
27	Fitzgerald, Hugh L.....	20	Private	Nov. 2, 1894	p	
28	Garvey, John P.....	23	Private	April 11, 1891	p	
29	Gorman, John J.....	27	Private	Mar. 16, 1894	p	
30	Gurney, Walter G.....	31	Private	Sept. 30, 1887	p	
31	Harkins, Thomas.....	29	Private	April 23, 1892	a	Without lv.
32	Hoefler, Frank V.....	24	Private	April 6, 1894	p	
33	Hurd, Louis V.....	21	Private	July 6, 1894	p	
34	Harris, George F.....	22	Private	Oct. 19, 1894	p	
35	Hughes, Austin H.....	20	Private	Nov. 2, 1894	p	
36	Johnson, Albert.....	22	Private	May 2, 1891	p	
37	Jones, Hugh M.....	25	Private	April 6, 1894	p	
38	Klenk, Fredk. J.....	21	Private	Mar. 23, 1894	p	
39	Kiefer, Oscar L.....	20	Private	April 6, 1894	p	
40	Keller, William.....	21	Private	Aug. 24, 1894	a	Furlough.
41	Leonard, Chas W, Jr....	23	Private	Feb. 10, 1893	a	Without lv.
42	Maguire, Henry.....	21	Private	April 6, 1894	p	
43	Miller, Edward A.....	21	Private	April 6, 1894	p	
44	Myers, Lars E.....	23	Private	Mar. 29, 1895	p	
45	Miller, Henry.....	18	Private	Mar. 29, 1895	p	
46	McIntyre, Wm. R.....	21	Private	April 6, 1894	p	
47	Noel, Eugene.....	25	Private	Aug. 24, 1894	p	
48	Olivier, John S.....	20	Private	Feb. 2, 1894	p	
49	Peters, Henry.....	29	Private	Feb. 11, 1893	p	
50	Peterson, Clive J.....	19	Private	Feb. 10, 1895	p	
51	Robertson, Wm. A.....	35	Private	April 20, 1894	p	
52	Sullivan, Louis J.....	23	Private	Mar. 5, 1892	p	
53	Stoehr, William.....	22	Private	Feb. 16, 1894	p	
54	Stanchfield, George F.....	22	Private	Jan. 19, 1894	p	
55	Smith, Ira B.....	18	Private	April 5, 1895	p	
56	Wingard, Andrew.....	24	Private	May 10, 1891	p	
57	Waeck, George.....	24	Private	Jan. 19, 1894	p	
58	Warden, Alva C.....	28	Private	Mar. 22, 1889	p	
59	Wilson, Edwin M.....	19	Private	Mar. 22, 1895	p	
60	Zak, Joseph T.....	24	Private	Dec. 27, 1890	p	

BATTERY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	p or a.	Remarks.
1	Bennet, C. C.	48	Captain	Jan. 25, 1888	p	Veteran.
2	Bruce, Frank P.	33	First Lieutenant	Jan. 25, 1888	p	Veteran.
3	Nelson, N. D.	31	Second Lieutenant	Sept. 29, 1892	p	
4	Bergholtz, Otto W.	30	First Sergeant	April 30, 1888	p	Veteran.
5	Hanson, Peter N.	33	Q. M. Sergeant	Aug. 5, 1889	p	Veteran.
6	Dahlberg, Otto.	24	Stable Sergeant	June 21, 1890	p	
7	Benson, Chas. A.	27	Line Sergeant	June 24, 1889	p	Veteran.
8	Westman, L. H.	24	Line Sergeant	Aug. 1, 1889	p	Veteran.
9	Hanson, Henry.	22	Line Sergeant	June 5, 1890	p	
10	Benson, John B.	21	Line Sergeant	July 24, 1891	a	Sick.
11	Otterson, O. G.	26	Gunner	June 11, 1891	p	
12	Porter, Norman H.	22	Gunner	Jan. 12, 1893	p	
13	Magnuson, C. O.	20	Gunner	Aug. 25, 1892	p	
14	Lund, Lawrence.	19	Gunner	Oct. 19, 1893	p	
15	Vanstrom, J. N.	22	Caisson C.	Feb. 8, 1894	p	
16	Demard, Harry.	19	Caisson C.	April 5, 1894	p	
17	Jackson, C. J.	20	Caisson C.	April 7, 1894	p	
18	Birch, H. E.	20	Caisson C.	Mar. 23, 1893	p	
19	Merrill, Martin	22	Trumpeter	July 30, 1891	a	Sick.
20	Lewis, Fred A.	19	Trumpeter	Mar. 1, 1894	p	
21	Allen, Leon.	19	Private	Feb. 19, 1894	p	
22	Anderson, Frank V.	22	Private	Feb. 19, 1894	a	Without leave.
23	Anderson, Theodore.	18	Private	Feb. 28, 1895	p	
24	Axnes, A. T.	28	Private	Mar. 28, 1895	p	
25	Benson, H. B.	23	Private	May 8, 1890	p	
26	Brown, Harry.	19	Private	Mar. 30, 1893	p	
27	Blakney, Geo. M.	22	Private	April 12, 1894	p	
28	Buck, Fred S.	25	Private	April 8, 1894	p	
29	Bayer, J. R.	24	Private	April 4, 1895	p	
30	Berglund, Gust E.	23	Private	April 4, 1895	p	
31	Carlson, Oscar.	29	Private	Jan. 25, 1894	p	
32	Christenson, Fred.	18	Private	Jan. 3, 1895	a	Furlough.
33	Callander, Alva W.	22	Private	Aug. 20, 1891	p	
34	Clark, Sampson.	18	Private	April 4, 1895	p	
35	Dean, John.	27	Private	Jan. 25, 1894	p	
36	Daniels, Chas. L.	21	Private	Feb. 7, 1895	p	
37	Dake, G. L.	20	Private	June 29, 1893	p	
38	Danaher, E. F.	22	Private	Mar. 28, 1894	p	
39	Eklund, Henry.	22	Private	Mar. 8, 1894	p	
40	Eklund, Chas.	19	Private	Mar. 28, 1894	p	
41	Gran, Joseph W.	20	Private	Feb. 8, 1894	p	
42	Goody, Chas.	23	Private	April 9, 1894	p	
43	Holmes, G. I.	19	Private	April 4, 1895	p	
44	Johnson, C. A.	26	Private	Feb. 8, 1894	p	
45	Johnson, A.	22	Private	May 31, 1894	a	Furlough.
46	Kempton, Geo.	20	Private	May 31, 1894	p	
47	Lagerstrom, Conrad.	23	Private	Feb. 22, 1894	p	
48	Lagerstrom, Chas. V.	28	Private	Feb. 15, 1894	p	
49	Lagerstrom, Geo. A.	26	Private	Mar. 1, 1894	a	Furlough.
50	Lindskog, John.	25	Private	April 9, 1894	p	
51	Lundbeck, Nels.	24	Private	Mar. 29, 1894	p	
52	Litaneous, John.	21	Private	April 4, 1895	p	
53	Magnuson, E.	20	Private	April 4, 1895	p	
54	Moore, Wm. J.	21	Private	Mar. 28, 1895	p	
55	Neil, Thomas A.	22	Private	April 12, 1894	a	Furlough.
56	Nyland, Dervis.	18	Private	April 4, 1895	p	
57	Peterson, Gustave.	19	Private	Feb. 15, 1894	p	
58	Pomeroy, Chas. M.	20	Private	Feb. 28, 1895	p	
59	Suanson, Nels S.	26	Private	June 28, 1894	a	Furlough.
60	Suanson, Robert.	20	Private	Jan. 25, 1894	p	
61	Suanson, Samuel.	28	Private	Jan. 25, 1894	p	
62	Springstad, Frank.	22	Private	June 25, 1891	p	
63	Soderberg, Alexander.	23	Private	Jan. 25, 1894	p	
64	Steel, C. A.	19	Private	July 26, 1894	p	
65	Strom, Lars G.	26	Private	July 7, 1892	p	
66	Sandell, Alexander.	24	Private	April 4, 1895	p	
67	Tyler, Arthur.	19	Private	Jan. 25, 1894	p	
68	Weidenbeck, Frederick.	23	Private	Feb. 8, 1894	p	
69	Williams, Herbert.	20	Private	April 5, 1894	p	
70	Weese, Horner.	20	Private	Mar. 29, 1894	p	
71	Wallin, Ture J.	20	Private	June 2, 1892	p	
72	Westberg, N. P.	23	Private	Mar. 28, 1895	p	

1896

ROSTER,

OFFICERS OF THE MINNESOTA NATIONAL GUARD.

HIS EXCELLENCY, D. M. CLOUGH,

Governor and Commander-in-Chief.

STAFF OF COMMANDER-IN-CHIEF.

Names.	Rank.	Addresses.	Office.
Hermann Muehlberg.....	Brigadier General.....	Carver	Adjutant General
W. J. Murphy.....	Brigadier General.....	Minneapolis	Inspector Gen'l.
J. M. Diment.....	Brigadier General.....	Owatonna	Q. M. General.
F. F. Davis.....	Brigadier General.....	Minneapolis	Judge Adv. Gen.
J. F. Fulton.....	Brigadier General.....	St. Paul	Surgeon General.
S. E. Olson.....	Brigadier General.....	Minneapolis	Commissary Gen.
Mahlon N. Gilbert.....	Colonel	St. Paul	Chaplain.
C. A. Smith.....	Colonel	Minneapolis	Aid-de-Camp.
G. B. Ward.....	Colonel	Alexandria	Aid-de-Camp.
Soren Listoe.....	Colonel	St. Paul	Aid-de-Camp.
Chas. F. Pusch.....	Colonel	St. Paul	Aid-de-Camp.
A. E. Chantler.....	Colonel	Duluth	Aid-de-Camp.
C. H. March.....	Colonel	Litchfield	Aid-de-Camp.
A. D. Davidson.....	Colonel	Little Falls	Aid-de-Camp.
Lewis B. Crook.....	Colonel	New Ulm	Aid-de-Camp.
J. K. Mertz.....	Colonel	Minneapolis	Aid-de-Camp.
Tams Bixby.....	Colonel	St. Paul	Aid-de-Camp.
Lewis W. Campbell.....	Colonel	Minneapolis	Aid-de-Camp.
A. F. McDonald.....	Colonel	Minneapolis	Aid-de-Camp.
H. T. Bevans.....	Lieutenant Colonel.....	Morris	Asst. Adj. Gen.
G. A. Whitney.....	Lieutenant Colonel.....	Wadena	Asst. Insp. Gen.
F. C. Barrows.....	Lieutenant Colonel.....	Minneapolis	Asst. Q. M. Gen.
E. H. Hobe.....	Lieutenant Colonel.....	St. Paul	Asst. Jud. A. Gen.
Edward Boeckman.....	Lieutenant Colonel.....	St. Paul	Asst. Surg. Gen.
Jorgen Simmons.....	Lieutenant Colonel.....	Appleton	Asst. Com. Gen.
C. L. West.....	Lieutenant Colonel.....	Austin	Aid-de-Camp.
W. W. Smith.....	Major	Sleepy Eye.....	Aid-de-Camp.
S. S. McKinley.....	Major	Osage	Aid-de-Camp.
W. H. Dash.....	Major	New York Mills..	Aid-de-Camp.
Ruckard Hurd.....	Major	St. Paul	Aid-de-Camp.
A. E. Ransom.....	Major	Albert Lea.....	Aid-de-Camp.

BRIGADE COMMANDER AND STAFF.

Names.	Rank.	Commission.	Office.
Wm. B. Bend.....	Brigadier General.....	Jan. 11, 1892..	.....
J. P. Knowles.....	Captain	Jan. 13, 1892..	Asst. Adj. Gen.
Benj. W. Rising.....	Captain	Aug. 3, 1896..	Asst. Insp. Gen.
Orris E. Lee.....	Captain	Jan. 17, 1895..	Inspt. S. A. P.
M. S. Mead.....	Captain	Jan. 26, 1895..	Commissary.
Wm. H. Hart.....	Captain	Feb. 10, 1892..	Quartermaster.
John W. Lane.....	Captain	April 27, 1894..	Judge Advocate.
Chas. H. McGill.....	Captain	Feb. 10, 1892..	Aid-de-Camp.

OFFICERS OF INFANTRY.

FIRST REGIMENT.

FIELD AND STAFF.

Names.	Rank.	Commission.	Residence.
Chas. McC. Reeve.....	Colonel	Jan. 21, 1892..	Minneapolis.
W. W. Price.....	Major	June 8, 1893..	St. Paul.
F. W. Ames.....	Major	March 16, 1895..	Minneapolis.
Edgar C. Haupt.....	Chaplain	April 22, 1891..	St. Paul.
Jas. C. Andrews.....	Lieutenant and Adjutant.	July 6, 1896..	Minneapolis.
Chester R. Smith.....	Lieutenant and Quartm'r.	Dec. 1, 1893..	St. Paul.
W. E. Steele.....	Lieutenant and Com'ry..	Oct. 1, 1892..	Minneapolis.
F. M. Catlin.....	Lieutenant and Judge Ad.	June 4, 1890..	St. Paul.
Ed. G. Falk.....	Lieutenant and I. S. A. P.	Aug. 27, 1891..	Minneapolis.

COMPANY A.

Wm. S. McWade.....	Captain	March 23, 1896..	Minneapolis.
Roy Pearse.....	First Lieutenant.....	Dec. 2, 1895..	Minneapolis.
Harry D. Larkore.....	Second Lieutenant.....	March 25, 1895..	Minneapolis.

COMPANY B.

A. M. Diggles.....	Captain	March 10, 1891..	Minneapolis.
F. B. Rowley.....	First Lieutenant.....	Aug. 20, 1895..	Minneapolis.
H. L. Keller.....	Second Lieutenant.....	Aug. 20, 1895..	Minneapolis.

COMPANY C.

N. C. Robinson.....	Captain ..	Feb. 11, 1895..	St. Paul.
W. M. Perkins.....	First Lieutenant.....	Feb. 11, 1895..	St. Paul.
C. G. Bunker.....	Second Lieutenant.....	Feb. 11, 1895..	St. Paul.

COMPANY D.

Ed. S. Bean.....	Captain	July 12, 1881..	St. Paul.
Chas. E. Metz.....	First Lieutenant.....	March 26, 1885..	St. Paul.
M. L. Merrill.....	Second Lieutenant.....	May 7, 1889..	St. Paul.

COMPANY E.

Chas. T. Spear.....	Captain	April 7, 1896..	St. Paul.
C. A. Clark.....	First Lieutenant.....	April 7, 1896..	St. Paul.
C. R. Trowbridge.....	Second Lieutenant.....	Dec. 18, 1894..	St. Paul.

COMPANY F.

C. J. Robedeau.....	Captain	May 24, 1895..	Minneapolis.
Jos. W. Cook.....	First Lieutenant.....	May 24, 1895..	Minneapolis.
W. A. Carleton.....	Second Lieutenant.....	Oct. 5, 1895..	Minneapolis.

COMPANY G.

J. H. Friedrich.....	Captain	June 23, 1892..	Red Wing.
O. F. Seebach.....	First Lieutenant.....	July 18, 1892..	Red Wing.
F. A. Moreley.....	Second Lieutenant.....	July 18, 1892..	Red Wing.

COMPANY H.

E. C. Monfort.....	Captain	April 19, 1893..	St. Paul.
J. C. Hardy.....	First Lieutenant.....	April 19, 1893..	St. Paul.
A. W. Bjornstad.....	Second Lieutenant.....	March 4, 1896..	St. Paul.

COMPANY I.

F. T. Corriston.....	Captain	March 27, 1895..	Minneapolis.
A. Q. Rogers.....	First Lieutenant.....	July 11, 1896..	Minneapolis.
J. F. Chambers.....	Second Lieutenant.....	Aug. 24, 1896..	Minneapolis.

COMPANY K.

J. P. Masterman.....	Captain	Dec. 13, 1894..	Stillwater.
E. M. Conrad.....	First Lieutenant.....	Dec. 13, 1894..	Stillwater.
J. J. Walsh.....	Second Lieutenant.....	Dec. 13, 1894..	Stillwater.

SECOND REGIMENT.

FIELD AND STAFF.

Names.	Rank.	Commission.	Residence.
Jos. Bobleter.....	Colonel	Feb. 27, 1883..	St. Paul.
G. W. Mead.....	Lieutenant Colonel.....	June 24, 1885..	Mankato.
A. W. Wright.....	Major	May 26, 1893..	Austin.
G. S. Whitney.....	Major	April 10, 1895..	Faribault.
E. C. Clemans.....	Captain and Chaplain.....	Aug. 15, 1892..	Waseca.
E. A. LeMay.....	Lieutenant and Adjutant.	Aug. 15, 1892..	Winona.
J. J. Van Saun.....	Lieut. and Quartermaster	July 5, 1881..	Faribault.
W. Milligan.....	Lieut. and Commissary..	April 11, 1891..	Faribault.
H. L. Bullis.....	Lieut. and Judge Adv..	June 7, 1893..	Winnebago City.
W. W. Crawford.....	Lieut. and I. S. A. P....	May 1, 1896..	Morristown.

COMPANY A.

A. Steinhauer.....	Captain	March 6, 1890..	New Ulm.
J. Buschers.....	First Lieutenant.....	Jan. 24, 1894..	New Ulm.
Louis Mueller.....	Second Lieutenant.....	April 18, 1894..	New Ulm.

COMPANY B.

H. F. Klemer.....	Captain	May 20, 1895..	Faribault.
U. S. G. Terry.....	First Lieutenant.....	May 20, 1895..	Faribault.
Orlando H. Blake.....	Second Lieutenant.....	May 20, 1895..	Faribault.

COMPANY C.

L. D. Frost.....	Captain	Dec. 5, 1884..	Winona.
L. S. Gallien.....	First Lieutenant.....	Dec. 4, 1893..	Winona.
W. F. Pletke.....	Second Lieutenant.....	Dec. 4, 1893..	Winona.

COMPANY D.

R. A. Everett.....	Captain	Dec. 27, 1895..	Fairmont.
G. W. Teeter.....	First Lieutenant.....	March 6, 1896..	Fairmont.
Irving T. Boyce.....	Second Lieutenant.....	April 20, 1896..	Fairmont.

COMPANY E.

J. M. Tucker.....	Captain	Aug. 8, 1894..	Hastings.
M. F. Boice.....	First Lieutenant.....	Aug. 8, 1894..	Hastings.
C. B. Erickson.....	Second Lieutenant.....	Aug. 8, 1894..	Hastings.

COMPANY F.

C. D. Allen.....	Captain	Sept. 28, 1889..	Spring Valley.
Wm. E. Root.....	Second Lieutenant.....	Aug. 25, 1892..	Spring Valley.

COMPANY G.

F. B. Wood.....	Captain	June 7, 1893..	Austin.
C. F. Cook.....	First Lieutenant.....	June 7, 1893..	Austin.
J. E. Detwiller.....	Second Lieutenant.....	March 27, 1896..	Austin.

COMPANY H.

J. Billington.....	Captain	June 21, 1895..	Luverne.
C. R. Henton.....	First Lieutenant.....	June 20, 1896..	Luverne.
P. D. Kniss.....	Second Lieutenant.....	June 20, 1896..	Luverne.

COMPANY I.

W. A. Morin.....	Captain	Jan. 8, 1896..	Albert Lea.
C. S. Edwards.....	First Lieutenant.....	Jan. 30, 1895..	Albert Lea.
S. O. Simonson.....	Second Lieutenant.....	Jan. 30, 1895..	Albert Lea.

COMPANY K.

Walter Childs.....	Captain	March 6, 1893..	Waseca.
M. A. Hodgkins.....	First Lieutenant.....	June 4, 1894..	Waseca.
Wm. Wood.....	Second Lieutenant.....	June 4, 1894..	Waseca.

THIRD REGIMENT.

FIELD AND STAFF.

Names.	Rank.	Commission.	Residence.
J. C. Shandrew.....	Colonel	Feb. 19, 1893..	St. Paul.
C. E. Johnson.....	Lieutenant Colonel.....	Feb. 19, 1893..	St. Paul.
C. A. Van Duzee.....	Major	April 8, 1895..	St. Paul.
F. H. Bidwell.....	Major	Dec. 9, 1895..	Duluth.
C. H. Plummer.....	Captain and Chaplain...	June 1, 1888..	St. Cloud.
R. L. Winne.....	Lieut. and Adjutant.....	May 14, 1895..	St. Paul.
C. W. Nutting.....	Lieut. and Quartermaster	June 13, 1896..	Spring Valley.
C. H. Stearns.....	Lieut. and Commissary...	May 4, 1894..	St. Paul.
Jos. Dodge.....	Lieut. and I. S. A. P....	April 3, 1895..	Stillwater.
A. B. Cox.....	Lieut. and Judge Adv....	June 18, 1896..	St. Paul.

COMPANY A.

H. V. Eva.....	Captain	Jan. 28, 1896..	Duluth.
W. B. Magin.....	First Lieutenant.....	June 2, 1896..	Duluth.
N. F. Richardson.....	Second Lieutenant.....	Jan. 28, 1896..	Duluth.

COMPANY B.

G. D. Bartlett.....	Captain	Oct. 24, 1893..	Anoka.
R. G. Staples.....	First Lieutenant.....	May 24, 1895..	Anoka.
A. F. Pratt.....	Second Lieutenant.....	Feb. 4, 1896..	Anoka.

COMPANY C.

F. E. Resche.....	Captain	April 11, 1894..	Duluth.
A. M. Barness.....	First Lieutenant.....	April 11, 1894..	Duluth.
R. C. Little.....	Second Lieutenant.....	April 11, 1894..	Duluth.

COMPANY D.

E. S. Person.....	Captain	Jan. 30, 1893..	Zumbrota.
W. W. Kinne.....	First Lieutenant.....	Nov. 24, 1893..	Zumbrota.
J. A. Erstad.....	Second Lieutenant.....	March 25, 1891..	Zumbrota.

COMPANY E.

W. Clarkson.....	Captain	April 10, 1895..	Merriam Park.
W. K. Naylor.....	First Lieutenant.....	April 12, 1895..	Merriam Park.
F. L. Baker.....	Second Lieutenant.....	April 12, 1895..	Merriam Park.

COMPANY F.

C. G. Danstrom.....	Captain	June 14, 1895..	Fergus Falls.
P. O. Field.....	First Lieutenant.....	June 14, 1895..	Fergus Falls.
Harold Kalling.....	Second Lieutenant.....	June 14, 1895..	Fergus Falls.

COMPANY G.

E. H. Cooke.....	Captain	June 6, 1896..	Duluth.
S. K. Prescott.....	First Lieutenant.....	June 11, 1896..	Duluth.
Jas. T. Watson.....	Second Lieutenant.....	March 26, 1896..	Duluth.

COMPANY H.

F. R. Holmberg.....	Captain	Sept. 23, 1893..	West Duluth.
C. C. Salter.....	First Lieutenant.....	Jan. 2, 1894..	West Duluth.
C. W. Towner.....	Second Lieutenant.....	April 15, 1896..	West Duluth.

FIRST BATTALION OF ARTILLERY.

Names.	Rank.	Commission.	Residence.
E. D. Libbey.....	Major	Oct. 3, 1890..	St. Paul.
G. C. Lambert.....	Lieut. and Adjutant....	June 30, 1894..	St. Paul.
A. Olander.....	Lieut. and Quartermaster	April 17, 1889..	Minneapolis.

BATTERY A.

Stephen C. M. Appleby..	Captain	Oct. 4, 1895..	St. Paul.
O. L. Roach.....	First Lieutenant.....	Sept. 6, 1895..	St. Paul.
H. Larson.....	Second Lieutenant.....	April 27, 1896..	St. Paul.

BATTERY B.

C. C. Bennett.....	Captain	March 26, 1889..	Minneapolis.
F. P. Bruce.....	First Lieutenant.....	March 26, 1889..	Minneapolis.
N. P. Nelson.....	Second Lieutenant.....	Sept. 29, 1892..	Minneapolis.

MEDICAL CORPS.

Names.	Rank.	Commission.	Residence.
R. J. Fitzgerald.....	Lt. Col. and Med. Direct'r	March 21, 1895..	Minneapolis.
T. C. Clark.....	Major and Surgeon.....	March 21, 1895..	Stillwater.
A. W. Allen.....	Major and Surgeon.....	June 15, 1893..	Austin.
H. L. McKinstry.....	Major and Surgeon.....	May 19, 1887..	Red Wing.
R. A. Wheaton.....	First Lt. and Asst. Surg'n	Feb. 2, 1892..	St. Paul.
Wm. Jacoby.....	First Lt. and Asst. Surg'n	June 15, 1893..	Mankato.
C. E. Dutton.....	First Lt. and Asst. Surg'n	June 13, 1892..	Minneapolis.
Alexander Forin.....	First Lt. and Asst. Surg'n	Aug. 2, 1892..	West Duluth.
Geo. M. Coon.....	First Lt. and Asst. Surg'n	March 13, 1895..	St. Paul.
W. H. Rowe.....	First Lt. and Asst. Surg'n	April 30, 1896..	St. James.
Nelson M. Black.....	First Lt. and Asst. Surg'n	May 1, 1896..	Minneapolis.

REPORT OF INSPECTING OFFICER.

St. Paul, Minn., Sept. 15, 1896.

To the Adjutant General, State of Minnesota,

Sir: In accordance with the requirements of Paragraph I, General Orders No. 3, current series, from your office, dated March 3, 1896, I have the honor to report that I have inspected the several companies and batteries of the national guard of this state, at the places and dates as appear herewith:

Company B, Third Infantry, Anoka, April 10th.
 Company A, First Infantry, Minneapolis, April 13th.
 Company E, First Infantry, St. Paul, April 14th.
 Company I, First Infantry, Minneapolis, April 15th.
 Company D, First Infantry, St. Paul, April 16th.
 Company F, First Infantry, Minneapolis, April 17th.
 Company C, First Infantry, St. Paul, April 20th.
 Company B, First Infantry, Minneapolis, April 21st.
 Company H, First Infantry, St. Paul, April 22d.
 Battery B, First Battalion, Minneapolis, April 24th.
 Company H, Second Infantry, Luverne, April 28th.
 Company D, Second Infantry, Fairmont, April 29th.
 Company F, Second Infantry, Spring Valley, April 30th.
 Company C, Second Infantry, Winona, May 1st.
 Company D, Third Infantry, Zumbrota, May 4th.
 Company G, First Infantry, Red Wing, May 5th.
 Company E, Second Infantry, Hastings, May 6th.
 Company E, Third Infantry, Merriam Park, May 7th.
 Company K, First Infantry, Stillwater, May 8th.
 Company A, Third Infantry, Duluth, May 11th.
 Company H, Third Infantry, Duluth, May 12th.
 Company C, Third Infantry, Duluth, May 13th.
 Company G, Third Infantry, Duluth, May 14th.
 Company B, Second Infantry, Faribault, May 18th.
 Company G, Second Infantry, Austin, May 19th.
 Company I, Second Infantry, Albert Lea, May 20th.
 Company K, Second Infantry, Waseca, May 21st.
 Battery A, First Battalion, St. Paul, May 22d.
 Company A, Second Infantry, New Ulm, May 25th.
 Company F, Third Infantry, Fergus Falls, May 27th.

On the nights of inspection, there were shown to be present and absent, as follows:

INFANTRY.

Total Strength.	Regiment.	Present.	Absent.	With Leave.	Without Leave.	Percentage.
670	First	664	5	1	5	99
640	Second.	564	76	11	65	88
513	Third.	448	65	29	36	87

The per cent present is very good, being best in the First and poorest in the Third, but being very creditable in each case.

The First Infantry is the largest, and the Third the smallest, but this is accounted for by the fact that the state code only allows eight companies in this regiment. The First had the least number of men absent, while the Second had the

greatest number, from which it would seem that there might possibly be much dead timber in that regiment that could be gotten rid of for the best interest of the service.

In the ceremony of inspection, the First stood best and the Second poorest. In drill, the First stood best and the Second poorest. In efficiency of officers, the First stood best and the Third poorest. In military courtesy and discipline, the First stood best and the Third poorest.

The Third has had the greatest average number of company drills since last inspection, and the First the fewest.

I respectfully invite attention to the tabulated statement hereto annexed, showing the relative standing of each company of infantry.

The armories in which the companies drill during the winter are, as a rule, much too small, being, however, the best that can be obtained, many of them being so small as to render platoon drills impossible.

The clothing of the men this year shows a wonderful improvement over that of last and previous years, and I am of the opinion that the clothing and supplies furnished under contract with the Henderson-Ames Company of Kalamazoo, Mich., and which I have carefully inspected, are the best the guard has yet obtained, being better in quality, color, fit, and general make-up.

There is a marked improvement this year in the uniformity of style of white collars worn by the men and in the absence of colored neckties and tan shoes.

I reported last year against the habit of allowing the men in some of the companies to take their uniforms and arms to their homes, but the practice seems still to exist in Company D, Second Infantry, at Fairmont.

There are quite a number of faults to be found in the manner in which many of the companies execute the movements in the Drill Regulations, as for instance:

They fail to carry the piece when at a "right shoulder," so that when viewed from the front the line of the stock from toe to guard will appear nearly parallel to the row of buttons. (54 D. R.)

They fail to keep the head erect and steady, when bringing the piece to an "order" or "port" from a "right shoulder," and invariably duck it, as though afraid of being struck by the piece.

They fail to lower the piece gently to the ground when coming to an "order," but to the contrary endeavor to make as much noise as possible. Company G, First Infantry, particularly excelled in this movement. (52 D. R.)

They fail to keep the eyes to the front in "fix" and "unfix" bayonet. (62 and 63 D. R.)

They fail to clasp the barrel with the left thumb in "charge bayonet." (49 and 67 D. R.)

They fail to have the right leg point directly to the right in kneeling. (71 D. R.)

They fail to rest the left elbow against the body and as far to the right as it can be placed with ease, and right elbow as high as the shoulder, in aiming. (85 D. R.)

They fail to rest the left elbow upon the left knee, point of elbow in front of kneecap; but they either rest it in rear of the kneecap or keep it high in the air. (90 D. R.)

They fail to resume the "port" after the piece has been handed back by the inspecting officer; but seize it with the left hand and at once commence closing the chamber and looking down at the piece. (97 D. R.)

They fail to (by the noncommissioned officers) give the proper commands for successive alignment of recruits, which indicates that noncommissioned officers' school is not held often enough or they do not attend. (121 D. R.)

They fail to slip the cartridge box to the hip and open it, at the preparatory command for firing. (144 D. R.)

They fail to get the proper commands for loading and firing from their officers. The commands are simply, "Load," not "Company Load," and: 1. Fire by Company. 2. At (such an object). 3. At (so many yards). 4. Company. 5. Ready. 6. Aim. 7. Fire. 8. Load. And to fire another volley at the same objective with the same line of sight: 1. Company. 2. Ready. 3. Aim. 4. Fire. 5. Load. (145-6 D. R.) But three officers gave these commands properly, viz.: Captains Corriston and Friedrich of the First Infantry, and Captain Cook of the Third Infantry.

They fail to have the rear rank step back four paces in taking intervals to the right or left. In almost every case it was a failure. (153 D. R.)

They fail to point the right toe squarely to the right; to place the point of the bayonet at the height of the chin; to clasp the piece with the left thumb around the barrel; to place the right hand in line with the left hip and at the height of the belt, in the position of "guard." (157 D. R.)

They fail to bring the point of the bayonet in "right low parry," to the height of and in front of the right knee, and in "left low parry," to the height of and to the left of the left knee. (166-7 D. R.)

They fail to strike quickly the butt to the front. (172 D. R.)

They fail to bring the right hand opposite the neck in "butt to rear." (174 D. R.)

They fail to properly place the field musicians in rear of the company. (184 D. R.)

They fail to have the left guide keep his place when dressing to the right after opening ranks. Under no circumstances should he move when once placed by the captain. (190 D. R.)

They fail to dress quickly, thereby consuming too much time.

They fail to cover well in obliquing. (205 D. R.)

They fail to form line and halt properly, from column of fours. In almost every case the pivot men move forward, instead of turning strictly in their place and halting. There can be but one command follow after the commands, "1. Fours right. 2. March. 3. Company," and that is "4. Halt," and the men should get the preparatory command, "3. Company," in time to properly execute this movement. (207 D. R.)

They fail to have the rear rank close at the preparatory command for executing "right by twos and file." (214-5 D. R.)

They fail to have platoon drill, owing to the limited size of the armories. This does not apply to the First Infantry. Corporals do not seem to grasp the idea that they should at once, after the preparatory command, take command of their squads, in extended order, and the rear rank men fail to remember on which side of their file leader they should deploy. Much more time should be given to extended order drill. (521 D. R.)

The First Battalion of Artillery, commanded by Maj. E. D. Libby, did excellent work at inspection, and deserves much praise. On the nights of inspection, there were shown to be present and absent as follows:

Total Strength.	Battery.	Present.	Absent.	With Leave.	Without Leave.	Percentage.
66	A	56	10	.....	10	.8484
73	B	72	1	.....	1	.9863

CAMP.

In compliance with your verbal direction, I reported at camp on the 23d of June and remained there until after the encampment was over, on July 23d. You are personally cognizant of what duties were performed by me during that time.

The strength of the First Infantry during the time spent in camp was 713, with a daily average attendance of 458, or 64.26 per cent; that of the Second Infantry was 682, with a daily average of 433, or 63.49 per cent; that of the Third Infantry was 553, with a daily average of 375, or 67.99 per cent, and that of the Artillery was 137, with a daily average of 112, or 81.75 per cent.

I am inclined to the belief that there is something wrong with the sanitary condition of the camp, and consequently with the water. During the encampment of the Third Infantry, from June 7th to 14th, there were 112 calls for assistance from the surgeon; from July 7th to 14th, while the Second Infantry was in camp, there were 130 calls, and while the First Infantry was in camp, from July 16th to 23d, there were 351 calls. This would seem to indicate that either the camp-ground or water, or both, accumulated each week unhealthy matter, which is the only way I can account for the large increase of sickness. In this connection I would recommend that before going into camp next summer the water be thoroughly analyzed, and again immediately after camp.

The target practice was carried on strictly in accordance with existing regulations, and the inspectors of small arms practice of each regiment, and of the brigade staff, were indefatigable in their endeavors to give proper instruction to the men.

A habit seems to have grown in camp of allowing certain men of each company to drill or not, as they choose. The state brings these men to camp at quite an expense, expecting them to do their duty, and no one should be excused, officer or man, from any duty, unless by the regimental commander or surgeon, and then only for cause. Let me illustrate the bad effects of this system: Not long since a sergeant came before the examining board, for examination for promotion to the grade of second lieutenant, and failed badly on battalion drill, and when asked if he had not attended camp for the past few years replied, "Oh, yes, but I was excused by my captain from drilling."

A guard, consisting of one officer of the day, two officers of the guard, two sergeant, three corporals, and twenty-five privates, was daily detailed and regularly mounted, morning and evening. Sentinels were regularly posted, and instruction in guard duty constantly given. The ceremony in each case was well carried out, with occasional errors, careful attention having been given the details before coming on.

Of about 100 sentinels examined on post, many could repeat, and seemed to understand, the general orders, while others were devoid of any idea of their duties, having in many cases enlisted but a few days or weeks before coming to camp.

To the guard of the state are due my appreciation and thanks for their respect and kindly feelings, and to the adjutant general I desire to express my most earnest appreciation of his marked courtesy to me, and my admiration of his ability in the office of adjutant general, which he now fills so satisfactorily, and with such good results to the national guard of the State of Minnesota.

Very respectfully,

A. B. JOHNSON,
Captain Fourteenth United States Infantry,
Inspecting Officer N. G. S. M.

STANDING AT INSPECTION.

FIRST REGIMENT.

	Max.	A.	B.	C.	D.	E.	F.	G.	H.	I.	K.
Attendance	10										
Present in complete uniform.....	55	70	61	74	71	74	68	55	76	60	
Absent with leave.....				2	1						
Absent without leave.....					1		2				
Total strength of company.....	55	70	63	75	72	74	70	55	76	60	
Score for attendance.....	10	10	9.68	9.86	9.86	10	9.71	10	10	10	
Order of merit in regiment in attendance.....		5	3	9	6	7	2	8	5	1	4
Order of merit in brigade in attendance.....		5	3	9	6	7	2	8	5	1	4
Inspection	30										
Ceremony of inspection.....	4	4	4	4.5	3.7	4	4	4	4.5	4	
Condition of arms.....	4.5	4.5	4.5	5	4.5	4.5	4.5	4.5	4.5	4.5	
Condition of equipments.....	3	4	4.2	4.9	4	3.8	4.3	4	4.2	4	
Condition of uniforms.....	4.4	4.4	4	5	4.4	4.4	4.4	4.2	4.4	4.4	
Condition of books and papers.....	4	3.5	4	5	4	4	4.4	4	4.8	4.4	
Care of state property.....	4	4	4	5	4	4	4.4	4	4	4	
Total score for inspection.....	23.9	24.4	24.7	29.4	24.6	24.7	26	24.7	26.4	25.3	
Order of merit in regiment in inspection.....	8	7	5	1	6	5	3	5	2	4	
Order of merit in brigade in inspection.....	10	8	5	1	6	5	3	5	2	4	
Drill	40										
Setting up exercises.....	4	4.1	3.8	5	4	3.5	4	4	4.3	3	
Bayonet exercises.....	4.2	4.1	4	4.8	4	3.5	3.5	4	4.5	4.5	
Manual of arms.....	3.8	4.4	4	4.9	4	4	4.2	4.2	4	4.2	
Firings.....	4	3.9	3.8	4.5	4	3.8	4	3.8	4.1	4.2	
School of the soldier.....	3	3.9	3.5	4.5	3.6	3.8	3.6	3.8	3.8	3	
School of the company.....	4	4.2	4.3	4.9	4	4	4	3.8	4.2	4	
School of the squad in extended order.....	2.5	4	3.4	4.8	3.6	3.8	3	4	3.8	3.4	
School of the company in extended order.....	3.9	4	2	4.8	4	4	4	4.5	4.5	4	
Total score for drill.....	29.4	32.6	28.8	38.2	31.2	30.4	30.3	32.1	32.2	29.3	
Order of merit in regiment in drill.....	10	2	9	1	5	6	7	4	3	8	
Order of merit in brigade in drill.....	10	2	9	1	5	6	7	4	3	8	
Efficiency of officers	10										
Duties of captains.....	4	4.5	4.5	5	4.5	4.5	4.5	4.5	4.5	4.5	
Duties of lieutenants.....	4	4	4	5	4	4	4	4	4	4	
Total score for efficiency of officers.....	8	8.5	8.5	10	8.5	8.5	8.5	8.5	8.5	8.5	
Military courtesy and discipline	10										
Military courtesy.....	4	4	4	5	4	4	4	4	4	4	
Military discipline.....	4	4	4	5	4	4	4	4	4	4	
Total score for military courtesy and discipline.....	8	8	8	10	8	8	8	8	8	8	
Grand total	100	79.3	83.5	79.68	97.46	82.16	81.6	82.51	83.3	85.1	81
Relative order in regiment.....	10	3	9	1	6	7	5	4	2	8	
Relative order in brigade.....	10	3	9	1	6	7	5	4	2	8	
Could turn out equipped for field service—men.....	50	50	50	50	60	70	65	50	60	50	
Could turn out equipped for field service—horses.....	1	1½	2	1½	3	3	1	1	2	1	
Number drills since last inspection.....	34	45	45	60	37	36	40	40	43	64	
Average attendance at each drill.....	49.11	56.2	34.6	66.1	39	49.8	46.8	40	55.1	33	

Average per company in regiment.....83.561

Number of men inspected in regiment.....664

Number absent with leave in regiment.....1

Number absent without leave in regiment.....5

Total.....670

SECOND REGIMENT.

	A.	B.	C.	D.	E.	F.	G.	H.	I.	K.
Attendance										
Present in complete uniform	54	48	65	62	54	57	66	47	55	56
Absent with leave		2					4	2		3
Absent without leave	4	4	7	10	13	13		4	7	3
Total strength of company	58	54	72	72	67	70	70	53	62	62
Score for attendance	9.31	8.8	9.02	8.61	8.06	8.14	9.42	8.86	8.87	8.88
Order of merit in regiment in attendance	2	5	3	8	10	9	1	7	6	4
Order of merit in brigade in attendance	13	17	14	21	26	25	11	19	18	16
Inspection										
Ceremony of inspection	3	3	3	2.5	2.5	3	3	3	3	3
Condition of arms	2	3	3.5	3	3	3	3.5	3	3.5	2.7
Condition of equipments	2.8	3	4	3	3	3	3.2	3	3.5	3
Condition of uniforms	3	2.5	3	3	2.5	3	3	3	4	2.5
Condition of books and papers	2.8	3	4	3	3	3	4	3	2.5	3
Care of state property	2.8	3	4	2.5	3	3	3.8	3	3	3
Total score for inspection	16.4	17.5	21.5	17	17	18	20.5	18	19.5	17.2
Order of merit in regiment in inspection	8	5	1	7	7	4	2	4	3	6
Order of merit in brigade in inspection	21	17	12	19	19	16	13	16	15	18
Drill										
Setting up exercises	3	2.5	4	°	3	3	3	°	3	2.5
Bayonet exercise	2	2	2.5	3.4	2	3	2.8	2	2	2.3
Manual of arms	2.8	2.8	2.5	2.5	2.5	3	3	3	2.5	2
Firings	3	3	3	3	2.8	3	3	3.5	2.5	3
School of the soldier	2	1.5	3	3.5	3	3	3	3	2.5	3
School of the company	3	3.1	3.5	2.5	3	3	3.5	2.5	3	3
School of the squad in extended order	2.5	3	2.5	°	2	3	2.5	2.5	2	2.5
School of the company in extended order	3	3	2.5	°	2	3	2.5	2.5	2	3
Total score for drill	21.3	20.9	23.5	14.9	20.3	23	23.3	19	19.5	21.3
Order of merit in regiment in drill	4	5	1	9	6	3	2	8	7	4
Order of merit in brigade in drill	19	20	14	26	21	16	15	28	22	19
Efficiency of officers										
Duties of captains	4	4	4	4	4	4	4	4	3	4
Duties of lieutenants	4	4	4	4	4	4	4	4	4	4
Total score for efficiency of officers	8	8	8	8	8	8	8	8	7	8
Military courtesy and discipline										
Military courtesy	3	4	4	4	4	4	4	4	4	4
Military discipline	4	4	4	4	4	4	4	4	4	4
Total score for military courtesy and discipline	7	8	8	8	8	8	8	8	8	8
Grand total	62.01	63.28	70.02	56.51	61.36	65.14	69.22	61.86	52.87	63.38
Relative order in regiment	7	5	1	10	9	3	2	8	6	4
Relative order in brigade	22	20	14	26	24	17	15	23	21	19
Could turn out equipped for field service—men	40	40	60	55	40	50	60	40	40	50
Could turn out equipped for field service—hours	2	3	2	2	1	½	2	½	10	5
Number drills since last inspection	46	48	37	42	52	60	43	44	48	49
Average attendance at each drill	31.11	29.89	31.5	36.8	39	44.2	31	41	29.58	37.44

Average per company in regiment.....63.565

Number of men inspected in regiment..... 564
 Number absent with leave in regiment..... 11
 Number absent without leave in regiment..... 65

Total 640

THIRD REGIMENT.

	A.	B.	C.	D.	E.	F.	G.	H.
Attendance								
Present in complete uniform	50	72	49	48	54	71	53	51
Absent with leave	3	3	10	4		3		6
Absent without leave	4	1		6		2	13	
Total strength of company	57	76	59	58	64	76	66	57
Score for attendance	8.77	9.47	8.30	8.28	8.44	9.34	8.03	8.94
Order of merit in regiment in attendance	4	1	6	7	5	2	8	3
Order of merit in brigade in attendance	20	10	23	24	22	12	27	15
Inspection								
Ceremony of inspection	3	4	4	3	3	2	4	2.5
Condition of arms	3.5	4	4	3.5	2	2	4	2.5
Condition of equipments	3	4	4	3	2.5	2.5	4	2.5
Condition of uniforms	3	4	4	3	3	3	4	3
Condition of books and papers	4	4	4.5	3	3	3	4	3
Care of state property	3.5	4	4.5	4	3	3	3	2
Total score for inspection	20	24	24.5	19.5	16.5	15.5	23	15.5
Order of merit in regiment in inspection	4	2	1	5	6	7	3	7
Order of merit in brigade in inspection	14	9	7	15	20	22	11	22
Drill								
Setting up exercises	2	3.4	3.8	3	2	1	3	1
Bayonet exercise	2	3	3.3	1.5	2	2	3.1	2
Manual of arms	3	3	2.5	3	3	2	3.4	2
Firings	3	3.4	3.4	2	2	3	3.9	2
School of the soldier	2	2.4	3.6	3	2.5	2	3	3
School of the company	3.5	3.8	3.7	3	3	3	3.6	2.5
School of the squad in extended order	3.2	3	3.4	3	2	2	3	2.5
School of the company in extended order	3.2	3.8	3.6	3	3	3	3	2.5
Total score for drill	21.9	25.8	28.3	21.5	19.5	17	26	17.5
Order of merit in regiment in drill	4	3	1	5	6	8	2	7
Order of merit in brigade in drill	17	13	11	18	22	25	12	24
Efficiency of officers								
Duties of captains	4	4.2	4.2	4	3	3	4	4
Duties of lieutenants	3	4	4	4	3	3	3.8	3
Total score for efficiency of officers	7	8.2	8.2	8	6	6	7.8	7
Military courtesy and discipline								
Military courtesy	4	4	4	4	3	3	4	2
Military discipline	3	4	4	4	4	4	4	3
Total score for military courtesy and discipline	7	8	8	8	7	7	8	5
Grand total	64.67	75.47	77.3	65.28	57.44	54.84	72.83	53.94
Relative order in regiment	5	2	1	4	6	7	3	8
Relative order in brigade	18	12	11	16	25	27	13	28
Could turn out equipped for field service—men	45	50	40	40	50	45	40	50
Could turn out equipped for field service—hours	1½	10	2	2	1	4	3	1
Number drills since last inspection	48	48	41	49	54	51	50	52
Average attendance at each drill	22.3	46	28	39.6	38.01	32	23.58	27

Average per company in regiment.....	65.221
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Number of men inspected in regiment.....	448
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Number of men inspected in regiment.....	118
Number absent with leave in regiment.....	29

Number absent with leave in regiment.....	29
Number absent without leave in regiment.....	36

Total	513
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INSPECTION ROLLS FOR 1896.

FIRST BRIGADE.

BRIGADE COMMANDER AND STAFF.

No.	Names.	Age.	Rank.	Date of Enlistment.	pora	Remarks.
1	Bend, William B.		Brigadier General.	April 1, 1880	p	
2	Knowles, John P.		A. A. General.	Nov. 3, 1884	p	
3	Knowlton, David W.		A. Ins. General.	Mar. 25, 1885	p	
4	Hart, William H.		Br. Quartermaster.	April 19, 1886	p	
5	Lane, John W.		Br. Judge Advocate.	Jan. 1, 1884	p	
6	Mead, Milton S.		Br. Commissary.	June 14, 1883	p	Re-en. Mar. 28, '93
7	Lee, Orris E.		I. S. A. P.	April 5, 1883	p	
8	McGill, Charles H.		Aide D. C.	July 21, 1881	p	Re-en. May 19, '87

FIRST REGIMENT.

FIELD, STAFF, NON-COMMISSIONED STAFF AND BAND.

No.	Names.	Age.	Rank.	Date of Enlistment.	pora	Remarks.
Field Officers—						
1	C. McC. Reeve.	48	Colonel	Mar. 9, 1883	p	
2	W. W. Price.	37	Major	Sept. 18, 1882	p	
3	Fred W. Ames.	36	Major	April 24, 1882	p	Served over 15 yrs, time previo's to April 24, '82, spent in service of Ames' Guards, Minapls.
Staff Officers—						
1	C. Edgar Haupt, Chaplain	42	Captain	May 21, 1891	p	
2	Jas. C. Andrews, Adjutant	28	First Lieutenant.	May 13, 1891	p	
3	Chester R. Smith, Q. M.		First Lieutenant.	Oct. 7, 1888	p	
4	Fredk. M. Catlin, J. A.	35	First Lieutenant.	June 4, 1890	p	
5	Wm. E. Steele, Com. Sub.		First Lieutenant.	Oct. 1, 1892	p	
6	Edw. G. Falk, I. S. A. P.	37	First Lieutenant.	June 19, 1882	p	
Non-Comm'd Staff—						
1	Oscar Olson, Q. M. S.	26	Sergeant	Dec. 5, 1888	p	Inspected with Co. G
2	Chas. A. Ehlers, Com. S.	31	Sergeant	Sept. 4, 1883	p	
3	A. A. Whitcomb, Color S.	28	Sergeant	May 6, 1891	p	
4	T. W. Stratton, Color S.	42	Sergeant	Mar. 21, 1883	p	Inspected with Co. I.
5	C. H. Watson, Prin. Mus.		Sergeant	May 18, 1895	p	
Band—						
1	McWhinney, W. C.		Private	May 18, 1895	p	
2	Towers, C. N.	30	Private	May 19, 1893	p	
3	Hoskins, D. M.		Private	May 18, 1895	p	
4	Tabor, W. C.		Private	May 18, 1895	p	
5	Catterman, W. H.		Private	May 18, 1895	p	
6	Frank, J. E.		Private	May 18, 1895	p	
7	Köehler, Geo.		Private	May 18, 1895	p	
8	Schott, V. S.		Private	May 18, 1895	p	
9	Rommel, S.		Private	May 18, 1895	p	
10	Lantz, W. H.		Private	May 18, 1895	p	
11	Birch, C. E.		Private	May 18, 1895	p	
12	Karker, E. S.		Private	May 18, 1895	p	
13	Rahn, W. T.		Private	May 18, 1895	p	
14	Lyons, D. A.		Private	May 18, 1895	p	
15	Lamp, H. J.		Private	May 18, 1895	p	
16	Rossiter, J. P.		Private	May 18, 1895	p	
17	Smith, A. L.		Private	May 19, 1893	p	
18	Morgan, A. B.		Private	Oct. 24, 1891	p	
19	Thielman, R. R.		Private	July 15, 1895	p	
20	Marston, H. B.		Private	July 15, 1895	p	

COMPANY A.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Pearse, Roy.....	22	First Lieutenant.....	Jan. 9, 1893	p	
2	Lackore, Harry D.....	25	Second Lieutenant.....	Oct. 27, 1890	p	
3	Barrows, Wylie R.....	32	First Sergeant.....	Mar. 30, 1891	p	
4	Moffett, James B.....	24	Second Sergeant.....	April 25, 1892	p	
5	Fruen, Wm. F.....	26	Third Sergeant.....	April 26, 1892	p	
6	Leavitt, Herbert A.....	29	Fourth Sergeant.....	May 7, 1889	p	
7	Wittberger, Frank W.....	26	Fifth Sergeant.....	Feb. 22, 1892	p	
8	McFarlane, Robt. A.....	23	First Corporal.....	Jan. 30, 1893	p	
9	Shepherd, Frank J.....	29	Second Corporal.....	Feb. 22, 1892	p	
10	Perry, Chas. M.....	24	Third Corporal.....	Feb. 12, 1894	p	
11	McFarlane, Walter K.....	23	Fourth Corporal.....	April 24, 1893	p	
12	Austin, Chas. C.....	26	Private.....	Nov. 2, 1891	p	
13	Bakeman, Wm. J.....	26	Private.....	Dec. 18, 1893	p	
14	Barse, Wm. R.....	21	Private.....	June 18, 1894	p	
15	Bates, O. Gibson.....	23	Private.....	June 4, 1894	p	
16	Bates, Frank A.....	24	Private.....	Feb. 3, 1896	p	
17	Bedbury, Henry F.....	24	Private.....	July 6, 1891	p	
18	Bicknell, Thos. W.....	22	Private.....	June 5, 1893	p	
19	Creighton, Frank E.....	24	Private.....	Feb. 3, 1896	p	
20	Clark, Arthur M.....	19	Private.....	Oct. 8, 1894	p	
21	Curtiss, Myron E.....	24	Private.....	April 14, 1891	p	
22	Davis, Roy C.....	20	Private.....	July 1, 1895	p	
23	Evans, Scott F.....	20	Private.....	Oct. 1, 1894	p	
24	Fulcrut, Sam'l.....	26	Private.....	Feb. 15, 1892	p	
25	Final, Clayton W.....	25	Private.....	Nov. 21, 1892	p	
26	Fruen, Walter L.....	23	Private.....	Oct. 1, 1894	p	
27	Fitz Gerald, Don F.....	28	Private.....	Feb. 24, 1896	p	
28	Garcelon, Monroe D.....	25	Private.....	Oct. 19, 1891	p	
29	Harrison, Jno. M.....	22	Private.....	Feb. 15, 1892	p	
30	Harmsen, Max E.....	25	Private.....	Oct. 1, 1894	p	
31	Henjum, Jno. A.....	23	Private.....	Oct. 22, 1894	p	
32	Hamilton, Philip K.....	20	Private.....	Mar. 2, 1896	p	
33	Hamlin, Geo. H.....	24	Private.....	April 20, 1891	p	
34	Johnson, Fred W.....	23	Private.....	Oct. 26, 1891	p	
35	Johnson, Harry W.....	21	Private.....	Oct. 8, 1894	p	
36	Jones, Ralph W.....	20	Private.....	April 6, 1896	p	
37	Kennedy, Harry F.....	20	Private.....	July 1, 1895	p	
38	Knapp, Jno. W.....	24	Private.....	July 1, 1895	p	
39	McGuffin, Wm. E.....	25	Private.....	Dec. 11, 1893	p	
40	McDowell, Fred C.....	22	Private.....	Oct. 1, 1894	p	
41	McWade, Wm. S.....	29	Private.....	Dec. 23, 1893	p	
42	Naemstedt, Jno. G.....	26	Private.....	Mar. 30, 1891	p	
43	Nelson, Wolfred.....	24	Private.....	Feb. 2, 1891	p	
44	Pierce, Carroll W.....	33	Private.....	July 1, 1895	p	
45	Robb, Edw. G.....	22	Private.....	April 11, 1892	p	
46	Radcliffe, Jno. C.....	39	Private.....	May 1, 1893	p	
47	Strouts, Frank H.....	4	Private.....	Jan. 9, 1893	p	
48	Salesman, Thos. J.....	26	Private.....	Oct. 8, 1894	p	
49	Swain, Fred S.....	26	Private.....	Feb. 10, 1896	p	
50	Thompson, Chas. E.....	22	Private.....	Nov. 21, 1892	p	
51	Vanderwalker, E. B.....	24	Private.....	Oct. 8, 1894	p	
52	Williams, Frank H.....	24	Private.....	April 9, 1894	p	
53	Whitcomb, Oscar F.....	21	Private.....	Oct. 1, 1894	p	
54	Whyte, Robert M.....	21	Private.....	July 1, 1895	p	
55	Walsh, Stephen H.....	33	Private.....	Jan. 27, 1896	p	
Note.						
27	Fitz Gerald, Don F.....	28	Private.....	Aug. 2, 1886	...	Dis.11/1,'93
41	McWade, Wm. S.....	29	Private.....	April 25, 1887	...	Dis.12/5,'91
46	Radcliffe, J. C.....	39	Private.....	Oct. 6, 1879	...	Dis.10/5,'85

COMPANY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a	Remarks.
1	Diggles, A. M.	40	Captain	Mar. 10, 1891	p	
2	Rowley, F. B.	26	First Lieutenant	Dec. 7, 1888	p	
3	Keiler, H. L.	26	Second Lieutenant	Feb. 25, 1890	p	
4	Chant, G. E.	28	First Sergeant	Aug. 3, 1888	p	
5	Gardner, W. M.	24	Sergeant	Jan. 20, 1891	p	
6	Allen, C. A.	31	Sergeant	Mar. 22, 1892	p	
7	Miller, G. A.	25	Sergeant	Nov. 24, 1891	p	
8	Chapmas, J. S.	28	Sergeant	April 14, 1891	p	
9	Law, C. H.	25	Corporal	Sept. 19, 1893	p	
10	Goldblum, C. E.	24	Corporal	April 25, 1893	p	
11	Corey, J. W.	24	Corporal	Dec. 15, 1891	p	
12	Hemphill, A. C.	21	Corporal	May 16, 1893	p	
13	Carleton, C. H.	25	Corporal	June 26, 1894	p	
14	Beede, G. F.	26	Musician	May 22, 1893	p	
15	Hahn, R. A.	32	Musician	Jan. 22, 1895	p	
16	Arnes, H. C.	21	Private	Mar. 17, 1896	p	
17	Bruce, C.	21	Private	June 27, 1893	p	
18	Budge, A. P., Jr.	25	Private	Dec. 19, 1893	p	
19	Bradyn, H. E.	22	Private	Mar. 26, 1895	p	
20	Brackett, C. F.	20	Private	Mar. 26, 1895	p	
21	Bradley, E. R.	26	Private	April 13, 1895	p	
22	Buxton, B. A.	23	Private	Mar. 24, 1896	p	
23	Chant, J. H.	27	Private	May 16, 1893	p	
24	Clark, E. R.	30	Private	Feb. 13, 1894	p	
25	Cosner, L. A.	20	Private	May 1, 1894	p	
26	Campbell, F. A.	26	Private	May 21, 1895	p	
27	Demarest, L. C.	22	Private	April 9, 1895	p	
28	Emory, L. K.	20	Private	Jan. 15, 1895	p	
29	Erwin, G. B.	29	Private	Mar. 31, 1891	p	
30	Gustafson, G. A.	30	Private	Mar. 3, 1891	p	
31	Gable, J. F.	25	Private	Mar. 10, 1896	p	
32	Horton, G. B.	32	Private	July 13, 1889	p	
33	Holstein, John	26	Private	July 1, 1894	p	
34	Hummell, T. B.	32	Private	April 9, 1895	p	
35	Handy, R.	20	Private	Oct. 29, 1895	p	
36	Haddock, R. W.	21	Private	Mar. 17, 1896	p	
37	Jorris, A. N.	25	Private	May 18, 1893	p	
38	Laviolette, A.	24	Private	April 5, 1892	p	
39	Lavine, J.	27	Private	April 5, 1892	p	
40	Lyngass, H. A.	26	Private	June 13, 1893	p	
41	Lobb, C. C.	24	Private	Mar. 26, 1895	p	
42	Lawless, D.	20	Private	Mar. 26, 1895	p	
43	Moses, L. L.	32	Private	May 19, 1893	p	
44	Meggison, C. J.	22	Private	May 16, 1893	p	
45	Mooney, E.	25	Private	Nov. 5, 1895	p	
46	McDonald, E. E.	22	Private	Nov. 19, 1895	p	
47	Olson, O. F.	24	Private	Oct. 24, 1893	p	
48	Pool, J. H.	26	Private	Mar. 7, 1893	p	
49	Pratt, R. I.	24	Private	Feb. 20, 1894	p	
50	Rickert, J. A.	31	Private	Jan. 23, 1891	p	
51	Rickert, Joe	25	Private	Aug. 22, 1892	p	
52	Rickert, C. W.	21	Private	Mar. 6, 1894	p	
53	Rees, W. H. D.	22	Private	Oct. 3, 1894	p	
54	Raths, O. N.	21	Private	June 25, 1895	p	
55	Rising, G. P.	29	Private	June 25, 1895	p	
56	Rand, W. G.	35	Private	Mar. 31, 1896	p	
57	Sarbacker, F. W.	30	Private	Feb. 13, 1894	p	
58	Shekels, F. B.	25	Private	Mar. 6, 1894	p	
59	Strachan, J. C.	28	Private	April 9, 1894	p	
60	Steffens, P. C.	24	Private	April 9, 1895	p	
61	Stoebr, A. G.	22	Private	April 9, 1895	p	
62	Smith, A. H.	23	Private	April 13, 1895	p	
63	Schryver, C. E.	20	Private	May 17, 1896	p	
64	Thomas, R. B.	23	Private	Mar. 10, 1896	p	
65	Valencour, H. J.	28	Private	April 2, 1895	p	
66	Woolsey, C. A.	21	Private	May 18, 1893	p	
67	Whetstone, R. F.	23	Private	April 9, 1895	p	
68	Whittier, S. S., Jr.	28	Private	April 13, 1895	p	
69	Whittier, Art. S.	30	Private	Nov. 19, 1895	p	
70	Worth, W. H.	21	Private	April 14, 1896	p	

COMPANY C.

No.	Names.	Age.	Rank.	Date of Enlistment.	Port.	Remarks.
1	Robinson, N. C.	25	Captain	Mar. 4, 1889	p	Veteran.
2	Perkins, W. M.	32	First Lieutenant	April 21, 1890	p	Veteran.
3	Bunker, C. G.	24	Second Lieutenant	Dec. 1, 1890	p	Veteran.
4	Snow, J. F.	23	First Sergeant	Jan. 18, 1892	p	
5	Warner, H. H.	23	Second Sergeant	July 27, 1892	p	
6	Smiley, W. C.	23	Third Sergeant	June 12, 1893	p	
7	Simons, E. R.	23	Fourth Sergeant	June 29, 1895	p	Veteran.
8	Smethurst, J. M.	28	Fifth Sergeant	Oct. 8, 1894	p	
9	Gilfillan, P. K.	23	Corporal	Jan. 16, 1893	p	
10	Bobleter, E. J.	22	Corporal	April 3, 1893	p	
11	Sheppard, Geo. K.	20	Corporal	Sept. 18, 1893	p	
12	Schaffer, Otto	23	Corporal	July 7, 1892	p	
13	McCue, Vincent	23	Corporal	Nov. 14, 1892	p	
14	De Lamere, Walter	18	Musician	April 6, 1896	p	
15	Ahern, John	24	Private	Oct. 16, 1893	p	
16	Austin, Jas. S.	20	Private	July 2, 1894	p	
17	Beaudin, E. A.	24	Private	April 28, 1893	p	
18	Bennett, H. H.	25	Private	April 1, 1895	p	
19	Barr, H. N.	22	Private	Feb. 3, 1896	p	
20	Bissonnette, W. I.	19	Private	April 18, 1896	p	
21	Bailey, Harry	22	Private	April 18, 1896	a	Without leave.
22	Crowther, C. D.	21	Private	Jan. 23, 1893	p	
23	Crandall, E. B.	23	Private	Oct. 18, 1893	p	
24	Cook, Harry E.	20	Private	April 6, 1896	p	
25	Dorsey, R. A.	23	Private	June 20, 1892	a	Without leave.
26	Dorn, A. A.	18	Private	April 6, 1896	p	
27	Fisher, C. D.	24	Private	May 16, 1892	p	
28	Fisher, Allen S.	23	Private	April 6, 1896	p	Veteran.
29	Fockler, L. H.	19	Private	Oct. 22, 1894	p	
30	Hildebrand, J. C.	36	Private	June 7, 1895	p	Veteran.
31	Hanson, J. A.	27	Private	April 13, 1896	p	Veteran.
32	Hill, J. S.	23	Private	Sept. 5, 1892	p	
33	Herman, Louis	21	Private	June 17, 1895	p	
34	Higgins, C. W.	27	Private	April 6, 1896	p	
35	Harris, W. C.	31	Private	April 18, 1896	p	Veteran.
36	Jungbauer, Edw.	19	Private	July 1, 1895	p	
37	Kluckhohn, H.	19	Private	June 17, 1895	p	
38	Kavanagh, A. F.	21	Private	Mar. 2, 1896	p	
39	Lee, L. L.	27	Private	Dec. 1, 1895	p	Veteran.
40	Leonard, F.	21	Private	May 1, 1893	p	
41	Lewis, W. W.	20	Private	July 2, 1894	p	
42	Lally, F. F.	18	Private	Mar. 9, 1896	p	
43	Merrill, F.	23	Private	Jan. 4, 1892	p	
44	McLean, Edw.	19	Private	April 1, 1895	p	
45	Nagle, W. E.	24	Private	Jan. 27, 1892	p	
46	Napier, W. A.	23	Private	Mar. 27, 1893	p	
47	O'Brien, E. D.	22	Private	Sept. 24, 1894	p	
48	Robinson, F. C.	22	Private	Sept. 24, 1894	p	
49	Richardson, C. S.	22	Private	Dec. 5, 1892	p	
50	Robarge, Eugene	20	Private	Mar. 2, 1896	p	
51	Strutzel, J. J.	21	Private	May 12, 1893	p	
52	Shaler, G. C.	26	Private	Mar. 5, 1894	p	
53	Smith, T. E.	24	Private	May 4, 1895	p	Veteran.
54	Stout, J. H.	20	Private	April 1, 1895	p	
55	Stephenson, W. R.	21	Private	April 6, 1896	p	
56	Shelberg, Frank	26	Private	April 18, 1896	p	
57	Vogtli, F. J.	21	Private	June 5, 1893	p	
58	Williams, F. A.	28	Private	April 21, 1895	p	Veteran.
59	Watson, W. G.	22	Private	Nov. 14, 1892	p	
60	White, A. B.	23	Private	Oct. 27, 1895	p	Veteran.
61	Wilmot, J. M. S.	19	Private	Feb. 3, 1896	p	
62	Whitney, D. F.	19	Private	Feb. 16, 1896	p	
63	Wilmot, W. S.	18	Private	April 6, 1896	p	

COMPANY D.

No.	Names.	Age.	Rank.	Date of Enlistment.	Port	Remarks.
1	Bean, Ed. S.	48	Captain	April 24, 1881	p	
2	Metz, Chas. E.	35	First Lieutenant	July 21, 1881	p	
3	Merrill, M. L.	35	Second Lieutenant	Sept. 28, 1881	p	
4	Tenvoorde, H. W.	42	First Sergeant	May 21, 1881	p	
5	Haupt, F. H.	33	Second Sergeant	Jan. 25, 1883	p	
6	Kahlert, A. J.	30	Third Sergeant	Jan. 31, 1884	p	
7	Blodgett, Geo. R.	40	Fourth Sergeant	June 7, 1883	p	
8	O'Leary, T. J.	32	Fifth Sergeant	Feb. 24, 1886	p	
9	Gunther, Jno. B.	42	Corporal	Jan. 16, 1882	p	
10	Bookstaver, Geo. C.	25	Corporal	Mar. 25, 1892	p	
11	Koch, Jno. H.	24	Corporal	Mar. 1, 1890	p	
12	Ernst, A. A.	22	Corporal	Jan. 20, 1892	p	
13	Delude, Jno.	30	Corporal	Sept. 15, 1887	p	
14	Krembs, F. E.	29	Corporal	Nov. 23, 1893	p	
15	Allen, Wm. H.	35	Musician	April 24, 1881	p	
16	Sobotka, Otto.	20	Musician	May 14, 1894	p	
17	Ainey, T. H.	22	Private	Mar. 22, 1892	p	
18	Baker, H. A.	24	Private	Jan. 5, 1893	p	
19	Biggerstaff, J. H.	25	Private	Mar. 28, 1893	p	
20	Bach, C. A.	25	Private	Oct. 1, 1895	p	
21	Bacon, Grant.	29	Private	Aug. 9, 1892	p	
22	Brant, H. G.	25	Private	Mar. 5, 1896	p	
23	Chester, B. R.	24	Private	June 20, 1891	p	
24	Deggendorf, Jos.	40	Private	Feb. 16, 1888	p	
25	Lefell, M. E.	26	Private	Feb. 1, 1896	p	
26	Downs, Chas. S.	19	Private	Aug. 1, 1895	p	
27	Dohm, A. C.	26	Private	June 6, 1895	p	
28	Dwyer, P. J.	24	Private	Mar. 5, 1896	p	
29	Eckles, Geo. W.	39	Private	Feb. 23, 1884	p	
30	Elsele, Louis.	27	Private	Mar. 31, 1892	p	
31	Fee, Chas. W.	18	Private	June 14, 1894	p	
32	Fuhrmann, A. F. C.	22	Private	Mar. 5, 1896	p	
33	Glindmeir, E. A.	28	Private	Feb. 21, 1888	p	
34	Gran, Lando T.	25	Private	Mar. 31, 1892	p	
35	Gorman, J. F.	24	Private	Mar. 10, 1892	p	
36	Getchell, Oscar.	19	Private	Mar. 12, 1896	p	
37	Getchell, J. H.	18	Private	Mar. 12, 1896	p	
38	Genshaw, Chas.	19	Private	June 13, 1895	p	
39	Herges, Nic.	29	Private	May 16, 1889	p	
40	Henninger, P. E.	27	Private	Mar. 31, 1892	p	
41	Hoffman, Carl.	33	Private	May 12, 1892	p	
42	Henschel, A. W.	21	Private	Mar. 30, 1893	p	
43	Hallihan, D. J.	25	Private	Oct. 1, 1893	p	
44	Hills, S.	20	Private	Feb. 8, 1894	p	
45	Hustis, C. A.	28	Private	Mar. 4, 1896	p	
46	Iltnr, C. A.	25	Private	Mar. 9, 1893	p	
47	Imhoff, M. D.	20	Private	Mar. 12, 1896	p	
48	Johnson, Gates A., Jr.	37	Private	April 24, 1881	p	
49	Jackson, Geo. C.	24	Private	Jan. 24, 1893	p	
50	Knocke, H. V.	24	Private	Jan. 5, 1893	p	
51	Lange, F. P.	23	Private	May 5, 1894	p	
52	Lange, E. C.	22	Private	Feb. 15, 1895	p	
53	Lange, W. W.	19	Private	Mar. 5, 1896	p	
54	Lawton, L. H.	27	Private	June 6, 1895	a	
55	Madigan, P.	30	Private	Mar. 31, 1892	p	
56	Middents, G. W.	26	Private	May 9, 1892	p	
57	Miss, L. C.	23	Private	July 1, 1892	p	
58	McManus, T. D.	27	Private	Oct. 1, 1893	p	
59	Moore, U. G.	24	Private	May 10, 1894	p	
60	Metz, V. R.	24	Private	Dec. 12, 1895	p	
61	Mindrum, H. G.	22	Private	Mar. 12, 1896	p	
62	Otto, Louis J.	20	Private	Mar. 5, 1896	p	
63	Porter, Jas. P.	28	Private	April 18, 1889	p	
64	Pohler, Gus.	25	Private	Mar. 9, 1893	p	
65	Parker, J. V.	23	Private	April 5, 1893	p	
66	Russell, Howard.	33	Private	Feb. 19, 1891	p	
67	Rice, H. G.	25	Private	Aug. 31, 1893	p	
68	Sherod, M. H.	28	Private	Feb. 19, 1891	p	
69	Schultze, Geo. G.	24	Private	Sept. 6, 1892	p	
70	Shubert, N. F.	29	Private	May 14, 1889	p	
71	Schorley, E. E.	35	Private	Dec. 20, 1883	p	
72	Starkey, A.	19	Private	Mar. 19, 1896	p	
73	Tubbesing, L. H.	26	Private	Jan. 7, 1892	p	
74	Watkins, C. E.	29	Private	April 7, 1885	p	
75	Ward, E. W.	37	Private	June 1, 1893	p	

COMPANY E.

No.	Names.	Age.	Rank.	Date of Enlistment.	Pos.	Remarks.
1	Spear, Chas. Treat.....	28	First Lieutenant.....	Mar. 15, 1887	p	
2	Trowbridge, Chas. R.....	31	Second Lieutenant.....	Mar. 2, 1886	p	
3	Clark, Chas. A.....	31	First Sergeant.....	Feb. 19, 1884	p	
4	Walker D.....	29	Second Sergeant.....	April 23, 1886	p	
5	Metzdorf, Peter J.....	27	Third Sergeant.....	Mar. 29, 1887	p	
6	Boucheln, Frank G.....	27	Fourth Sergeant.....	April 14, 1891	p	
7	Finehout, John W.....	22	Fifth Sergeant.....	Mar. 22, 1892	p	
8	Wagner, Albert L.....	25	First Corporal.....	Feb. 17, 1891	p	
9	Grossman, Francis C.....	35	Second Corporal.....	April 5, 1892	p	
10	Goldthrite, Harry E.....	25	Third Corporal.....	Oct. 18, 1892	p	
11	Hammerbacher, Otto.....	22	Fourth Corporal.....	Nov. 11, 1892	p	
12	Goldthrite, George A.....	26	Fifth Corporal.....	Oct. 18, 1892	p	
13	Bunker, Russel S.....	19	Sixth Corporal.....	Mar. 12, 1895	p	
14	McCarthy, John C.....	35	Musician.....	Mar. 24, 1891	p	
15	Beaudin, Zotique.....	26	Private.....	May 23, 1893	p	
16	Brady, Richard.....	28	Private.....	May 12, 1891	p	
17	Brandhorst, J. Henry.....	21	Private.....	May 16, 1893	p	
18	Brandhorst, Herman H.....	23	Private.....	Dec. 6, 1893	p	
19	Bremer, Wm. F.....	32	Private.....	Mar. 29, 1887	p	
20	Bryant, George E.....	25	Private.....	Feb. 25, 1896	p	
21	Cameron, Albert J.....	22	Private.....	April 20, 1895	p	
22	Carleton, Winfield S.....	20	Private.....	Oct. 2, 1894	p	
23	Carleton, Matthew M.....	19	Private.....	April 16, 1895	p	
24	Cavanagh, Sanford J.....	27	Private.....	Feb. 15, 1887	p	
25	Cedarbloom, Theo. V.....	29	Private.....	Feb. 28, 1893	p	
26	Cerney, Frank C.....	23	Private.....	Jan. 7, 1890	p	
27	Collins, James A.....	19	Private.....	Oct. 23, 1894	p	
28	Daly, George Thos.....	29	Private.....	June 21, 1887	p	
29	Daman, Fredk. L.....	36	Private.....	Dec. 19, 1882	p	
30	Dampler, Wm. E.....	22	Private.....	April 12, 1892	p	
31	Eagan, John H.....	20	Private.....	Feb. 10, 1896	p	
32	Egan, Wm. B.....	26	Private.....	Jan. 6, 1891	p	
33	Egan, Thos J.....	23	Private.....	Sept. 20, 1892	p	
34	Ferguson, Jay H.....	20	Private.....	Oct. 22, 1895	p	
35	Fernald, Geo. W.....	20	Private.....	July 2, 1895	p	
36	Fernald, Thos. C.....	23	Private.....	Mar. 12, 1895	p	
37	Finehout, Chas. H.....	35	Private.....	April 21, 1891	p	
38	Gehrke, Emil A.....	20	Private.....	July 2, 1895	p	
39	Gerber, Charles.....	24	Private.....	May 16, 1893	p	
40	Graham, Wm. B.....	23	Private.....	Feb. 17, 1891	p	
41	Good, Edward E.....	28	Private.....	April 12, 1887	p	
42	Greeve, Edward H.....	22	Private.....	April 25, 1893	p	
43	Grossman, Wm. F.....	23	Private.....	Mar. 22, 1892	p	
44	Haskell, Frank.....	19	Private.....	July 2, 1895	p	
45	Hatton, Harcourt.....	22	Private.....	April 16, 1895	p	
46	Hoyt, Tracy H.....	18	Private.....	Oct. 8, 1895	p	
47	Johnson, J. B.....	20	Private.....	Nov. 20, 1894	p	
48	Johnson, Sidney A.....	19	Private.....	Feb. 17, 1896	p	
49	Klabunde, August.....	20	Private.....	Sept. 18, 1894	p	
50	Koons, Walter W.....	24	Private.....	Nov. 14, 1893	p	
51	Kuhlmann, Wm. H.....	31	Private.....	July 21, 1891	p	
52	Lahiff, Thos. J.....	21	Private.....	April 22, 1895	p	
53	Lefendecker, Jacob M.....	33	Private.....	June 27, 1893	p	
54	Lewis, Wm. F.....	29	Private.....	Sept. 20, 1892	a	
55	McKay, Wm. L.....	27	Private.....	Nov. 22, 1892	p	Without leave.
56	Mitchell, Mort. M.....	27	Private.....	May 23, 1893	p	
57	Moberg, Chas. A.....	28	Private.....	April 11, 1888	p	
58	Montgomery, Wm. C.....	31	Private.....	April 10, 1894	p	
59	Montgomery, Harry T.....	19	Private.....	April 20, 1895	p	
60	Munch, Gustav A.....	20	Private.....	Mar. 6, 1894	p	
61	Picha, Louis J.....	20	Private.....	April 16, 1895	p	
62	Price, Jay C.....	23	Private.....	Feb. 10, 1896	p	
63	Pusch, Peter.....	19	Private.....	April 16, 1895	p	
64	Ridler, James.....	31	Private.....	July 21, 1891	p	
65	Slocum, Ralph L.....	28	Private.....	April 17, 1895	p	
66	Smith, William G.....	24	Private.....	April 21, 1891	p	
67	Smolensky, John C., Jr.....	20	Private.....	Mar. 26, 1895	p	
68	Stillman, Frank.....	24	Private.....	Nov. 5, 1895	p	
69	Talker, George C.....	25	Private.....	April 8, 1894	p	
70	Wittmaack, John H.....	23	Private.....	Feb. 10, 1896	p	
71	Wood, Willis J.....	23	Private.....	Oct. 18, 1892	p	
72	Tschau, Louis.....	22	Private.....	Jan. 1, 1893	p	

COMPANY F.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a d	Remarks.
1	Robedeau, C. J.	27	Captain	Oct. 6, 1889	p	
2	Cooke, J. W.	26	First Lieutenant	July 13, 1894	p	
3	Carleton, W. A.	25	Second Lieutenant	May 18, 1893	p	
4	Clarke, F. A.	23	First Sergeant	Jan. 24, 1896	p	
5	Clarke, C. N.	25	Second Sergeant	April 20, 1894	p	
6	Stafford, J. B.	22	Third Sergeant	July 4, 1892	p	
7	Cole, W. A.	49	Fourth Sergeant	Dec. 19, 1891	p	
8	Cool, C. F.	23	Fifth Sergeant	Feb. 27, 1892	p	
9	Muller, W. C.	22	Corporal	Nov. 11, 1893	p	
10	Hatcher, W. H.	27	Corporal	Dec. 2, 1893	p	
11	Brandon, C. W.	24	Corporal	April 16, 1894	p	
12	Blumberg, H.	21	Corporal	April 23, 1894	p	
13	De Laine, C. E.	21	Corporal	Feb. 13, 1895	p	
14	Stone, C. L.	22	Corporal	April 18, 1892	p	
15	Anderson, A.	26	Private	Mar. 26, 1892	p	
16	Allen, H. C.	25	Private	May 18, 1893	p	
17	Boehmle, C. W.	20	Private	Mar. 12, 1895	p	
18	Blood, A. D.	19	Private	Mar. 1, 1895	p	
19	Bressee, C. G.	23	Private	Mar. 14, 1896	p	
20	Blondin, R. H.	24	Private	Mar. 14, 1896	p	
21	Cook, J. H.	21	Private	May 5, 1894	p	
22	Coykendall, G. H.	20	Private	Oct. 5, 1894	p	
23	Chamberlain, H. H.	22	Private	Dec. 14, 1894	p	
24	Cool, J.	19	Private	Jan. 25, 1895	p	
25	Collins, C. C.	20	Private	April 24, 1895	p	
26	Covey, R. W.	20	Private	June 28, 1895	p	
27	Carr, A. E.	20	Private	April 10, 1896	p	
28	Davis, C. E.	27	Private	July 23, 1893	p	
29	Detschler, A. L.	27	Private	Nov. 23, 1894	p	
30	Edwards, H. L.	21	Private	Mar. 27, 1896	p	
31	Flaskard, O.	21	Private	Sept 23, 1893	p	
32	Farr, E. E.	21	Private	May 18, 1893	p	
33	Finch, B. W.	22	Private	Mar. 20, 1896	p	
34	Gray, R. A.	20	Private	April 20, 1894	p	
35	Gibbs, E. A.	20	Private	Feb. 21, 1896	p	
36	Gwynn, M. W.	25	Private	Mar. 27, 1896	p	
37	Ham, J. L.	21	Private	Mar. 29, 1895	p	
38	Hutchins, L.	27	Private	April 24, 1895	p	
39	Hewitt, J. E.	20	Private	Nov. 22, 1895	p	
40	Hokemeier, H.	20	Private	June 28, 1895	p	
41	Koll, J. P.	23	Private	July 13, 1894	p	
42	Kersten, C. F.	20	Private	Feb. 6, 1895	p	
43	Kaaro, J. E.	24	Private	Nov. 22, 1895	p	
44	Lindgren, C. A.	24	Private	May 4, 1894	p	
45	Liebelt, E. R.	22	Private	April 24, 1895	p	
46	Leonard, T.	36	Private	April 3, 1896	p	
47	Lee, J. E.	18	Private	Mar. 27, 1896	p	
48	Mellan, A.	20	Private	Mar. 29, 1895	p	
49	McGinty, R. E.	21	Private	Oct. 5, 1894	p	
50	McArdle, M. R.	32	Private	May 23, 1891	p	
51	Morris, H.	26	Private	May 12, 1891	p	
52	McCauley, R. B.	28	Private	April 10, 1896	p	
53	Nelson, F. E.	21	Private	Oct. 19, 1894	p	
54	Newhouse, J. I.	21	Private	Feb. 21, 1896	p	
55	Owen, E. W.	21	Private	Mar. 6, 1896	p	
56	Peterson, O. G.	23	Private	Mar. 26, 1892	p	
57	Princell, G. A.	20	Private	Oct. 5, 1894	p	
58	Raymond, L. B.	22	Private	April 7, 1894	p	
59	Rahn, A.	21	Private	Oct. 10, 1895	p	
60	Smith, M. Z.	28	Private	June 22, 1891	p	
61	Steward, W. A.	22	Private	April 7, 1893	p	
62	Sears, W. H.	20	Private	May 25, 1894	p	
63	Sorenson, J.	23	Private	Dec. 3, 1892	p	
64	Stewart, F. A.	18	Private	April 8, 1896	p	
65	Telfair, R. L.	20	Private	Nov. 22, 1895	p	
66	Taggart, V. E.	19	Private	Mar. 20, 1896	p	
67	Voice, F. L.	21	Private	Mar. 6, 1896	p	
68	Voice, F. J.	19	Private	Mar. 27, 1896	p	
69	Williams, L. C.	20	Private	April 9, 1894	p	
70	Willer, F. A.	20	Private	Mar. 16, 1894	p	
71	Warren, E. D.	20	Private	April 28, 1894	p	
72	Wallace, F.	29	Private	June 29, 1894	p	
73	Walsh, J.	20	Private	Jan. 4, 1895	p	
74	Clarke, C. W.	29	Private	Oct. 1, 1895	p	

COMPANY G.

No.	Names.	Age.	Rank.	Date of Enlistment	por a	Remarks.
1	Friedrich, John H.	26	Captain	Mar. 1, 1887	p	
2	Seeback, O. F.	28	First Lieutenant	Feb. 24, 1888	p	
3	Morley, F. A.	26	Second Lieutenant	Dec. 19, 1888	p	
4	Danielson, A. D.	27	Sergeant	Feb. 2, 1887	p	
5	Loye, John W.	22	Sergeant	Nov. 9, 1892	p	
6	Melinger, E. S.	25	Sergeant	Jan. 11, 1893	p	
7	Bundley, Martin	33	Sergeant	Oct. 30, 1889	p	
8	Burnson, Chas.	24	Sergeant	April 12, 1890	p	
9	Gleason, Joseph	21	Corporal	Feb. 8, 1893	p	
10	Johnson, William	23	Corporal	Feb. 1, 1893	p	
11	Anderson, Axel	26	Corporal	Feb. 24, 1888	p	
12	Ericson, George	22	Corporal	April 13, 1892	p	
13	Ericson, Frank	21	Corporal	Dec. 21, 1892	p	
14	Skoglund, Edward	20	Corporal	Mar. 23, 1894	p	
15	Scott, Wilbur	22	Musician	April 13, 1892	p	
16	Wendler, C. A.	23	Musician	May 1, 1895	p	
17	Anderson, Leonard	24	Private	Feb. 24, 1892	p	
18	Appenzeller, Jacob	27	Private	Dec. 15, 1892	p	
19	Aek, Axel	24	Private	Dec. 15, 1892	p	
20	Ahlors, Chas. A.	25	Private	Feb. 1, 1893	p	
21	Anderson, Frank A.	21	Private	Mar. 4, 1896	p	
22	Beckmark, C. E.	26	Private	Feb. 24, 1888	p	
23	Buell, Geo. W.	20	Private	Mar. 23, 1894	p	
24	Becker, Aug. J.	21	Private	April 1, 1894	p	
25	Brandis, Henry	20	Private	Mar. 4, 1896	p	
26	Bell, Clarence	18	Private	Mar. 4, 1896	p	
27	Danielson, E. J.	21	Private	Mar. 23, 1894	p	
28	Ericson, Charles	22	Private	Jan. 11, 1893	p	
29	Erb, E. C.	30	Private	Mar. 23, 1894	p	
30	Ek, Theodore	18	Private	July 1, 1895	p	
31	Fladvad, O. J.	25	Private	Feb. 11, 1895	p	
32	Gove, H. W.	19	Private	Mar. 1, 1895	a	Without leave.
33	Gerdis, John G.	19	Private	April 1, 1896	p	
34	Heglund, C. F.	22	Private	Dec. 21, 1892	p	
35	Harlow, E. J.	20	Private	Feb. 11, 1895	p	
36	Jellinick, J. L.	21	Private	July 1, 1893	p	
37	Johnson, Victor	20	Private	Mar. 23, 1894	p	
38	Jones, W. A.	20	Private	Feb. 11, 1895	p	
39	Jones, H. W.	19	Private	Feb. 27, 1895	p	
40	Johnson, John	20	Private	April 1, 1894	p	
41	Kappel, A. J.	31	Private	Nov. 11, 1891	p	
42	Kliest, F. A.	25	Private	Feb. 3, 1890	p	
43	Kliest, C. A.	23	Private	Dec. 16, 1891	p	
44	Kirn, C. J.	22	Private	Jan. 11, 1893	p	
45	Kjilstrum, Robert	26	Private	Dec. 1, 1893	p	
46	Kruger, Henry	27	Private	Nov. 1, 1894	p	
47	Lundquist, S. S.	22	Private	Mar. 23, 1894	p	
48	Lindberg, Felix	26	Private	Mar. 23, 1894	p	
49	Lovegren, John	24	Private	Feb. 11, 1895	p	
50	Larson, Hanson	23	Private	Feb. 25, 1895	p	
51	Lundquist, A. V.	19	Private	May 1, 1895	p	
52	Melindy, R.	18	Private	July 1, 1895	p	
53	Neill, E. P.	19	Private	May 1, 1895	p	
54	Olson, Oscar	26	Private	Dec. 5, 1888	p	
55	Opsal, Olaf	35	Private	May 1, 1895	p	
56	Olson, Otto B.	22	Private	April 1, 1896	p	
57	Phillips, W.	24	Private	Dec. 16, 1891	p	
58	Peterson, Axel	24	Private	April 1, 1896	p	
59	Peterson, E. Anton	21	Private	April 1, 1896	p	
60	Phillips, Frank	20	Private	Mar. 4, 1896	p	
61	Reckner, Carl	23	Private	Mar. 23, 1894	p	
62	Ringstrom, Robert	25	Private	Mar. 4, 1896	p	
63	Seeback, Jacob	22	Private	Jan. 20, 1892	p	
64	Severance, Ira	27	Private	Feb. 1, 1894	p	
65	Swanson, Theo	23	Private	Mar. 23, 1894	p	
66	Tiedeman, Henry	25	Private	Feb. 24, 1892	p	
67	Thor, Carl	21	Private	Feb. 11, 1895	p	
68	Tebbe, George F.	18	Private	April 1, 1896	p	
69	Woodcock, Chas.	22	Private	June 24, 1893	p	
70	Weiss, W. S.	26	Private	Mar. 1, 1887	a	Without ly

COMPANY H.

No.	Names.	Age.	Rank.	Date of Enlistment.	Post.	Remarks.
1	Montfort, E. C.	29	Captain	June 15, 1887	p	
2	Hardy, Jno. C.	28	First Lieutenant	April 11, 1885	p	
3	Bjornstad, W.	22	Second Lieutenant	April 4, 1894	p	
4	Mattson, R.	36	Sergeant	July 3, 1885	p	
5	Larson, A.	24	Sergeant	Mar. 11, 1891	p	
6	Holton, A.	39	Sergeant	April 26, 1891	p	
7	Schwartz, F. M.	26	Sergeant	Feb. 24, 1890	p	
8	Santer, F.	23	Sergeant	Sept. 7, 1892	p	
9	Whitney, D. H.	22	Corporal	Sept. 7, 1892	p	
10	Pringing, D.	27	Corporal	Mar. 5, 1892	p	
11	La Rose, V. J.	22	Corporal	Feb. 7, 1894	p	
12	Clancy, L. M.	21	Corporal	April 26, 1893	p	
13	Sharood, F.	19	Corporal	Sept. 22, 1893	p	
14	Berrisford, T.	19	Corporal	Mar. 29, 1895	p	
15	Albrecht, C.	18	Private	Sept. 21, 1895	p	
16	Bjerring, A. E.	34	Private	Feb. 14, 1894	p	
17	Bjornstad, H.	18	Private	July 6, 1894	p	
18	Daly, H. J.	22	Private	April 26, 1893	p	
19	Dee, L. F.	18	Private	Mar. 2, 1895	p	
20	Donahue, R. W.	22	Private	Jan. 6, 1896	p	
21	Dow, L. T.	19	Private	Mar. 27, 1895	p	
22	Early, M. A.	21	Private	May 16, 1895	p	
23	Grindley, W. C.	27	Private	Mar. 2, 1895	p	
24	Jensen, W. S.	21	Private	April 4, 1894	p	
25	Johnson, J.	36	Private	July 8, 1885	p	
26	Keil, E. A.	24	Private	Dec. 2, 1891	p	
27	Lambert, L. J.	21	Private	June 14, 1893	p	
28	Larson, W.	23	Private	June 15, 1892	p	
29	Lindgren, A.	24	Private	Mar. 2, 1895	p	
30	McElroy, W. T.	20	Private	Mar. 16, 1896	p	
31	McLeer, J. P.	21	Private	Dec. 27, 1895	p	
32	McMillan, F. R.	21	Private	April 28, 1893	p	
33	Mead, D. H.	20	Private	Mar. 1, 1894	p	
34	Nelson, R. W.	20	Private	Feb. 19, 1896	p	
35	Newbury, W.	26	Private	April 29, 1891	p	
36	O'Donnell, A. S.	28	Private	Jan. 13, 1896	p	
37	Oliver, O.	23	Private	Feb. 1, 1896	p	
38	Olson, E.	27	Private	Jan. 8, 1896	p	
39	Peterson, D.	23	Private	Jan. 12, 1894	p	
40	Prinzing, J.	22	Private	April 12, 1895	p	
41	Reichelt, P. A.	19	Private	June 14, 1895	p	
42	Reynolds, R. G.	21	Private	Sept. 6, 1893	p	
43	Sandberg, N.	28	Private	Mar. 16, 1892	p	
44	Santer, G. J.	20	Private	Feb. 26, 1896	p	
45	Schwartz, A. P.	23	Private	Feb. 24, 1890	p	
46	Shogren, J. A.	23	Private	July 6, 1894	p	
47	Simon, Theo.	23	Private	Jan. 15, 1894	p	
48	Simons, R. H.	19	Private	April 9, 1895	p	
49	Simons, W. A.	18	Private	April 12, 1895	p	
50	Smith, L. T.	24	Private	Aug. 6, 1891	p	
51	Stirn, A.	30	Private	May 1, 1895	p	
52	Thompson, L. C.	21	Private	Mar. 2, 1895	p	
53	Ward, I.	19	Private	Mar. 27, 1895	p	
54	West, C. R.	24	Private	May 9, 1894	p	
55	Yunghaus, O.	26	Private	April 19, 1893	p	

COMPANY I.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Corrison, Frank T.	28	Captain	April 14, 1889	p	Veteran.
2	Cartwright, Charles W.	32	First Lieutenant	June 5, 1889	p	Veteran.
3	Andrews, James C.	28	Second Lieutenant	May 13, 1891	p	
4	Rogers, Albion Q.	34	First Sergeant	April 29, 1891	p	
5	Smith, Alfred H.	26	Second Sergeant	May 13, 1891	p	
6	Haseltine, Eugene R.	27	Third Sergeant	Nov. 18, 1891	p	
7	Chambers, John F.	22	Fourth Sergeant	May 11, 1892	p	
8	Hume, Roger S.	25	Fifth Sergeant	Sept. 21, 1892	p	
9	Tipple, Albert B.	24	Corporal	May 12, 1893	p	Furlough
10	Byrnes, William J.	22	Corporal	Oct. 18, 1893	p	Oct. 29, '93
11	Christian, William P.	20	Corporal	Jan. 17, 1894	p	to Nov. 20, '93.
12	Achard, George W.	28	Corporal	Sept. 21, 1892	p	
13	Wheeler, Harold O.	21	Corporal	Mar. 21, 1894	p	
14	Langdon, Ernest W.	20	Corporal	Jan. 17, 1894	p	
15	McDermid, Reuben R.	23	Lance Corporal	April 17, 1895	p	
16	Wallace, Charles S.	29	Musician	May 30, 1891	p	
17	Martin, Martin A.	29	Musician	May 1, 1895	p	
18	Andrews, Edson J.	26	Private	April 3, 1895	p	
19	Arthur, John T.	28	Private	Jan. 26, 1895	p	
20	Baldwin, William L.	32	Private	Mar. 1, 1896	p	
21	Birke, Ray.	22	Private	Jan. 1, 1896	p	
22	Blackwell, Guy R.	19	Private	Dec. 1, 1895	p	
23	Bond, Charles E.	31	Private	April 29, 1891	p	
24	Braden, Angus G.	27	Private	May 13, 1891	p	Furlough Oct. 31, '93 to Apr. 7, '96.
25	Bronson, Frank.	24	Private	May 29, 1895	p	
26	Briggs, John H.	32	Private	June 12, 1889	p	Veteran.
27	Briggs, Otis H.	36	Private	June 12, 1889	p	Veteran.
28	Buffington, Alvin L.	25	Private	May 12, 1893	p	
29	Buffington, Edward E.	20	Private	June 24, 1894	p	
30	Clementson, Fred A.	22	Private	Jan. 11, 1895	p	
31	Cole, Richard M.	24	Private	Mar. 8, 1893	p	
32	Comstock, Edwin B.	21	Private	June 26, 1895	p	
33	Cook, Albert E.	31	Private	June 26, 1895	p	
34	Cook, J. Burwell.	23	Private	June 26, 1895	p	
35	Craig, William R.	20	Private	Mar. 1, 1896	p	
36	Crockett, Leon C.	19	Private	April 23, 1895	p	
37	Dockerty, Daniel F.	29	Private	Sept. 20, 1893	p	
38	Dunn, Ernest A.	19	Private	Mar. 20, 1895	p	
39	Dyer, Harry B.	20	Private	Feb. 28, 1894	p	
40	Ege, Benjamin A.	25	Private	Jan. 21, 1893	p	
41	Evans, Walter B.	28	Private	May 22, 1895	p	
42	Fanning, Frank B.	24	Private	Feb. 1, 1896	p	
43	Fay, Bernard.	24	Private	Mar. 4, 1896	p	
44	Fifield, James C.	27	Private	May 25, 1891	p	
45	Finnegan, Edward A.	20	Private	April 4, 1894	p	
46	Hohoff, John T.	18	Private	Mar. 11, 1896	p	
47	Hoy, Frank P.	22	Private	Feb. 13, 1895	p	
48	Jeffries, Albert J.	22	Private	Mar. 27, 1895	p	
49	Jones, Elwin G.	24	Private	Oct. 7, 1891	p	
50	Kellogg, Fred B.	26	Private	Mar. 10, 1892	p	
51	Kennedy, Harry S.	31	Private	April 15, 1891	p	
52	Langdon, Fred H.	27	Private	June 19, 1895	p	
53	Langum, Otto S.	35	Private	Feb. 4, 1891	p	Furlough
54	McGregor, Arthur J.	20	Private	May 8, 1895	p	June 30, '93
55	McGrory, Edwin L.	23	Private	Feb. 3, 1892	p	to Apr. 7, '96.
56	McMullen, Guy.	20	Private	June 26, 1895	p	
57	Murnane, Edmond B.	28	Private	Nov. 16, 1892	p	
58	Ogden, Robert H.	19	Private	April 17, 1895	p	
59	Owen, Charles M.	26	Private	Feb. 1, 1896	p	
60	Perkins, George F.	23	Private	Feb. 7, 1894	p	
61	Peterson, Alfred E.	22	Private	Dec. 1, 1895	p	
62	Phillips, Alfred M.	30	Private	Feb. 7, 1894	p	
63	Potts, John C.	25	Private	Sept. 21, 1892	p	Furlough
64	Priest, Archie R.	21	Private	Jan. 31, 1894	p	Mar. 27, '95
65	Pruyn, John W.	22	Private	April 13, 1892	p	to Apr. 6, '96.
66	Robinson, Edson	36	Private	Sept. 14, 1892	p	
67	Rogers, Harvey S.	25	Private	Mar. 28, 1894	p	
68	Rowe, Ernest.	27	Private	April 17, 1895	p	
69	Shaw, Albert W.	29	Private	Mar. 11, 1896	p	
70	Smith, Paul W.	20	Private	Mar. 6, 1895	p	
71	Stevens, Ray.	23	Private	April 20, 1895	p	
72	Straiton, Thomas W.	42	Private	Mar. 21, 1883	p	Veteran.
73	Taylor, Harry S.	22	Private	Dec. 14, 1892	p	
74	Van Eman, Robert L.	20	Private	Mar. 11, 1896	p	
75	Van Evera, John B.	20	Private	April 8, 1896	p	Fur. Feb. 13, '94, to Apr. 3, '94.
76	Walsh, William E.	24	Private	Sept. 21, 1892	p	

COMPANY K.

No.	Names.	Age.	Rank.	Date of Enlistment.	p or a.	Remarks.
1	Masterman, J. P.	27	Captain	Dec. 2, 1886	p	Veteran.
2	Conrad, E. M.	26	First Lieutenant	July 5, 1888	p	Veteran.
3	Walsh, J. J.	29	Second Lieutenant	Dec. 9, 1886	p	Veteran.
4	Schow, J. E.	25	First Sergeant	July 5, 1889	p	Veteran.
5	Grant, G. H.	27	Sergeant	April 26, 1888	p	Veteran.
6	Sargent, F. H.	24	Sergeant	May 22, 1890	p	Veteran.
7	Millett, F. L.	22	Sergeant	Mar. 16, 1892	p	
8	Burlingham, W. B.	20	Sergeant	Nov. 2, 1893	p	
9	Le Boutillier, P. H.	31	Corporal	May 12, 1892	p	
10	Nelson, James	32	Corporal	Oct. 6, 1892	p	
11	Howard, H. M.	28	Corporal	Mar. 1, 1894	p	
12	Johnson, C. A. B.	23	Corporal	Dec. 28, 1893	p	
13	Doe, R. H.	22	Corporal	Sept. 8, 1892	p	
14	Millett, J. L.	20	Corporal	Mar. 15, 1894	p	
15	Carroll, Lynn	20	Musician	Oct. 19, 1893	p	
16	Anderson, A.	27	Private	Sept. 29, 1892	p	
17	Arthur, W. A.	27	Private	Mar. 5, 1896	p	
18	Bardwell, F. H.	25	Private	May 11, 1891	p	
19	Bloom, Chas. W.	20	Private	Feb. 8, 1894	p	
20	Caine, A. T.	20	Private	Dec. 14, 1893	p	
21	Carli, E. P.	20	Private	Mar. 1, 1894	p	
22	Carligen, S. J.	22	Private	May 23, 1895	p	
23	Davis, L. B.	29	Private	June 7, 1888	p	Veteran.
24	Duncan, J.	23	Private	Oct. 19, 1893	p	
25	Edwards, G. F.	40	Private	Oct. 24, 1889	p	Veteran.
26	Elmberg, C. E.	28	Private	Sept. 22, 1892	p	
27	Foster, W. H.	25	Private	Feb. 8, 1894	p	
28	Gibson, A. L.	20	Private	Mar. 28, 1895	p	
29	Goff, F. S.	21	Private	Feb. 20, 1896	p	
30	Hanson, J. C.	26	Private	May 11, 1891	p	
31	Hewitt, L. S.	23	Private	Feb. 2, 1894	p	
32	Harbke, W. J.	27	Private	April 23, 1895	p	
33	Hoppe, E.	23	Private	Sept. 29, 1892	p	
34	Hospes, L.	22	Private	Jan. 25, 1894	p	
35	Johnke, J.	22	Private	Mar. 26, 1895	p	
36	Keefe, H. L.	27	Private	Mar. 26, 1895	p	
37	Koons, M. W.	22	Private	Mar. 26, 1895	p	
38	Kern, M. S.	20	Private	Feb. 20, 1896	p	
39	Lanners, N. N.	26	Private	Mar. 8, 1894	p	
40	Lidstrom, L.	23	Private	Mar. 26, 1896	p	
41	Magnuson, A. W.	21	Private	Mar. 26, 1895	p	
42	Mellin, A. Jr.	23	Private	Sept. 22, 1892	p	
43	McLeer, R.	29	Private	Sept. 22, 1892	p	
44	McMillan, C. F.	26	Private	July 12, 1894	p	Veteran.
45	Nolan, M. T.	23	Private	April 14, 1892	p	
46	Nelson, N. A.	28	Private	May 23, 1889	p	Veteran.
47	Oregon, W. E.	22	Private	Sept. 22, 1892	p	
48	Pratt, R. S.	21	Private	Sept. 22, 1892	p	
49	Pratt, J. C.	25	Private	April 23, 1895	p	
50	Per Lee, J. A.	22	Private	Feb. 22, 1894	p	
51	Peterson, P. C.	26	Private	Feb. 20, 1896	p	
52	Prince, W. A.	34	Private	Mar. 26, 1896	p	Veteran.
53	Rydeen, A.	34	Private	Oct. 6, 1892	p	
54	Rutherford, G. W.	33	Private	Mar. 8, 1894	p	
55	Register, S. M., Jr.	28	Private	April 25, 1895	p	
56	Rhodes, J. C., Jr.	40	Private	June 20, 1895	p	Veteran.
57	Shoquist, A. G.	22	Private	Mar. 28, 1895	p	
58	Staples, A. C.	21	Private	April 4, 1895	p	
59	Phelan, B. F.	18	Private	Feb. 27, 1896	p	
60	Webster, Roy	20	Private	Nov. 16, 1893	p	

SECOND REGIMENT.

FIELD, STAFF, NON-COMMISSIONED STAFF AND BAND.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
Field and Staff—						
1	Bobleter, Jos.		Colonel		p	
2	Mead, Geo. W.		Lieutenant Colonel		p	
3	Wright, A. W.		Major		p	
4	Whitney, Geo. S.		Major		p	
5	Clemens, E. C.		Chaplain		p	
6	Le May, E. A.		Adjutant		p	
7	Van Saun, J. J.		Quartermaster		p	
8	Crawford, W. W.		I. S. A. P.		p	
9	Bullis, H. L.		Judge Advocate		p	
10	Milligan, Wm.		Commissary of Sub.		p	
Non-Comm'd Staff—						
1	Goldsborough, C. K.		Sergeant Major	Jan. 3, 1881	p	
2	Jeffrey, Chas. A.		Chief Musician	May 3, 1882	p	
3	Galloway, Chas. D.		Color Sergeant	May 2, 1892	p	
4	Hinton, Theo. T.		Color Sergeant	June 25, 1891	p	
5	Dugan, H.		Q. M. Sergeant	Feb. 28, 1889	p	
6	Vogel, Louis G.		Commissary Sergeant	June 4, 1889	p	
Band—						
1	Stein, Henry, Sr.	60	Leader	Mar. 18, 1896	p	
2	Anderson, Carl	33	Musician	Mar. 18, 1896	p	
3	Brown, Frank	23	Musician	Mar. 18, 1896	p	
4	Blankenberg, William	49	Musician	Mar. 18, 1896	p	
5	Dreschler, Frank	27	Musician	Mar. 18, 1896	p	
6	Fischer, Herman	55	Musician	Mar. 18, 1896	p	
7	Goodyear, Jacob	42	Musician	Mar. 18, 1896	p	
8	Hurd, Martin	34	Musician	Mar. 18, 1896	p	
9	Hodgden, Henry	39	Musician	Mar. 18, 1896	p	
10	Kraemer, Emil	33	Musician	Mar. 18, 1896	p	
11	Leiner, John	47	Musician	Mar. 18, 1896	p	
12	Maurer, Jos. M.	40	Musician	Mar. 18, 1896	p	
13	Pankopf, Albert	26	Musician	Mar. 18, 1896	p	
14	Stein, Hugo	22	Musician	Mar. 18, 1896	p	
15	Stein, Henry, Jr.	30	Musician	Mar. 18, 1896	p	
16	Spiegel, Ferd.	48	Musician	Mar. 18, 1896	p	
17	Slama, Alois	51	Musician	Mar. 18, 1896	p	
18	Strachota, Frank	22	Musician	Mar. 18, 1896	p	
19	Weide, Wm. R.	30	Musician	Mar. 18, 1896	p	
20	Zicek, John	45	Musician	Mar. 18, 1896	p	

COMPANY A.

No.	Names.	Age.	Rank.	Date of Enlistment.	Post	Remarks.
1	Steinhauser, Albert.....	28	Captain	June 30, 1884	p	
2	Buschers, John.....	31	First Lieutenant.....	June 10, 1886	p	
3	Mueller, Louie.....	29	Second Lieutenant.....	Aug. 18, 1888	p	
4	Fritsche, Robert.....	26	First Sergeant.....	April 22, 1896	p	
5	Koch, Albert F.....	22	Sergeant	April 19, 1893	p	
6	Wild, August.....	23	Sergeant	June 20, 1893	a	Without
7	Peters, Martin O.....	24	Sergeant	April 21, 1892	p	leave.
8	Vogel, Louis G.....	29	Sergeant	Dec. 5, 1895	p	
9	Scheidrich, William J.....	32	Corporal	April 22, 1896	p	
10	Pfaender, Herman.....	24	Corporal	Mar. 7, 1894	p	
11	Bentzin, William.....	22	Corporal	Mar. 27, 1895	p	
12	Klnegel, Otto.....	21	Corporal	Oct. 12, 1895	p	
13	Schmidt, Herman C.....	22	Corporal	April 19, 1893	p	
14	Boeckert, Charles E.....	30	Musician	April 22, 1896	p	
15	Boock, Albert.....	18	Musician	Oct. 30, 1895	p	
16	Ambrosch, Charles.....	21	Private	May 31, 1893	p	
17	Anderson, Charles.....	19	Private	Mar. 20, 1895	p	
18	Albrecht, Robert.....	20	Private	April 22, 1896	p	
19	Bobleter, Albert.....	22	Private .....	.....	a	Without
20	Classen, Joseph.....	21	Private	Mar. 7, 1894	p	leave.
21	Dittmann, Otto.....	28	Private	April 7, 1892	p	
22	Eibner, F. W.....	23	Private	April 29, 1896	p	
23	Espenson, Richard.....	18	Private	Oct. 12, 1895	p	
24	Everling, Joseph.....	18	Private	Oct. 12, 1895	p	
25	Fritsche, John.....	19	Private	Mar. 20, 1895	p	
26	Fiedler, Charles.....	21	Private	April 29, 1896	p	
27	Graff, John P.....	19	Private	Mar. 20, 1895	p	
28	Hoehne, William.....	27	Private	Mar. 1, 1893	p	
29	Huberdi, John.....	19	Private	May 10, 1895	p	
30	Hofmeister, George J.....	23	Private	April 29, 1896	p	
31	Joern, William.....	23	Private	Sept. 13, 1893	p	
32	Kumm, William.....	23	Private	June 11, 1891	p	
33	Knudson, John.....	23	Private	Mar. 20, 1895	p	
34	Leick, Peter.....	22	Private	May 8, 1896	p	
35	Loesch, Fred.....	18	Private	May 6, 1896	p	
36	Landon, John.....	18	Private	Oct. 12, 1895	p	
37	Mueller, John.....	25	Private	Oct. 13, 1892	p	
38	McKittrick, James.....	18	Private	Oct. 12, 1895	p	
39	Mueller, Albert.....	18	Private	Feb. 19, 1896	p	
40	Maresch, John.....	18	Private	Jan. 15, 1896	p	
41	Peters, Adam.....	23	Private	May 31, 1893	p	
42	Polta, Frank.....	21	Private	May 6, 1896	p	
43	Schilling, Louis.....	21	Private	May 8, 1896	a	Without
44	Schneider, Charles.....	22	Private	Mar. 7, 1894	p	leave.
45	Schaefer, Ferdinand.....	27	Private	June 11, 1891	p	
46	Scheiderich, Theodore.....	25	Private	April 11, 1894	p	
47	Schmidt, John.....	25	Private	Jan. 19, 1893	p	
48	Schulz, Fred.....	21	Private	May 31, 1893	p	
49	Schroerr, Christ.....	24	Private	April 11, 1894	p	
50	Stolz, Fred.....	21	Private	Mar. 20, 1895	p	
51	Schmidt, William F.....	18	Private	Oct. 12, 1895	p	
52	Schlender, Hermann.....	25	Private	April 22, 1896	p	
53	Schreffert, Frank.....	19	Private	April 22, 1896	p	
54	Schubert, John.....	20	Private	April 29, 1896	p	
55	Vedder, Benedict.....	23	Private	April 19, 1893	a	Without
56	Warn, Melvin.....	22	Private	May 31, 1893	p	leave.
57	Wieland, August.....	21	Private	Jan. 15, 1896	p	
58	Helnen, Emil.....	18	Private	Oct. 12, 1895	p	

COMPANY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a	Remarks.
1	Klemer, H. F.	41	Captain	Aug. 20, 1877	p	
2	Terryll, Grant.	31	First Lieutenant.	May 20, 1895	p	
3	Blake, O. H.	25	Second Lieutenant.	April 1, 1889	p	
4	Smith, Geo. H.	22	First Sergeant.	April 2, 1892	p	
5	Yotter, J. O.	24	Sergeant	April 6, 1891	p	
6	Retzlaff, Wm.	22	Sergeant	Sept. 7, 1892	p	
7	Hoffman, Geo.	22	Sergeant	Sept. 3, 1892	p	
8	Roell, C.	21	Sergeant	April 3, 1893	p	
9	Mentz, H. C.	26	Corporal	April 2, 1892	p	
10	Hoffman, A. F.	21	Corporal	Jan. 2, 1893	p	
11	Wolf, F. W.	25	Corporal	Oct. 10, 1892	p	
12	Mullen, B.	21	Corporal	April 3, 1893	p	
13	Brand, J. S.	21	Corporal	May 14, 1893	p	
14	Murray, Chas.	27	Corporal	May 1, 1893	p	
15	Austin, M. A.	21	Private	Feb. 17, 1896	p	
16	Blake, J. G.	20	Private	Jan. 7, 1895	p	
17	Coughlin, J. P.	30	Private	June 4, 1894	p	
18	Cromer, P.	19	Private	Jan. 7, 1895	p	
19	Christinson, C.	24	Private	April 1, 1895	p	
20	Davidson, H.	22	Private	Oct. 1, 1894	p	
21	Downey, J.	19	Private	April 1, 1895	p	
22	Fleischer, E.	21	Private	Feb. 6, 1893	p	
23	Eredette, Wm. H.	19	Private	Mar. 4, 1895	p	
24	Gits, E.	20	Private	Feb. 1, 1895	a	Without lv.
25	Haupt, Wm.	29	Private	May 10, 1894	a	Without lv.
26	Hokemeyer, H.	40	Bugler	Oct. 17, 1895	p	
27	Hildeman, L.	21	Private	June 3, 1895	p	
28	Hoban, M.	25	Private	June 3, 1895	a	Furlough.
29	Johnson, H. E.	23	Private	June 11, 1894	p	
30	Kelley, J. P.	35	Private	May 1, 1894	a	Without lv.
31	Knetther, H. F.	22	Private	Oct. 10, 1892	a	Furlough.
32	Lindeman, H.	19	Private	June 17, 1895	p	
33	McNeill, B.	19	Private	June 10, 1895	p	
34	Milligan, John.	18	Private	Feb. 3, 1896	p	
35	McManus, Jas.	18	Private	Mar. 2, 1896	p	
36	Norton, W. A.	18	Private	Feb. 3, 1896	p	
37	Patterson, A. R.	21	Private	May 26, 1894	p	
38	Payant, A. J.	21	Private	June 11, 1894	p	
39	Peasley, Wm. M.	29	Private	Mar. 5, 1894	p	
40	Roell, Geo. J.	21	Private	April 3, 1893	p	
41	Stephens, R. S.	20	Private	June 11, 1894	p	
42	Smith, Wm. N.	50	Private	May 23, 1894	p	
43	Smith, W. R.	17	Drummer	June 18, 1894	p	
44	Simonson, S. A.	21	Private	April 1, 1895	p	
45	Soucy, J.	28	Private	June 3, 1895	a	Without leave.
46	Sanborn, Guy	19	Private	Feb. 10, 1896	p	
47	Smith, A.	18	Private	Feb. 17, 1896	p	
48	Townsend, G. B.	19	Private	April 24, 1895	p	
49	Van Eaton, R.	18	Private	Feb. 3, 1895	p	
50	Weyer, J. J.	21	Private	April 3, 1893	p	
51	Wester, Geo.	20	Private	April 5, 1895	p	
52	Weber, Chas.	28	Private	April 8, 1895	p	
53	Wall, John	18	Private	Feb. 3, 1896	p	
54	Warmington, G.	19	Private	Feb. 3, 1896	p	

COMPANY C.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Frost, L. D.	53	Captain	Jan. 15, 1885	p	
2	Gallien, L.	32	First Lieutenant	Dec. 16, 1884	p	
3	Pietke, W. F.	27	Second Lieutenant	April 18, 1887	p	
4	Smith, P. L.	26	First Sergeant	Feb. 1, 1896	p	
5	McFadden, C.	34	Sergeant	April 6, 1896	p	
6	Miller, C. E.	23	Sergeant	Mar. 2, 1896	p	
7	Smith, C. T.	24	Sergeant	Feb. 1, 1896	p	
8	Lehnerts, E. M.	24	Sergeant	Jan. 2, 1896	p	
9	Myhre, A. E.	21	Corporal	Sept. 27, 1892	p	
10	Pietke, G. H.	20	Corporal	April 2, 1894	p	
11	Miller, Wm. O.	18	Musician	Mar. 10, 1896	p	
12	Abell, L.	25	Private	May 30, 1891	p	
13	Archer, V. B.	34	Private	May 25, 1895	a	Without leave.
14	Appel, E. S.	23	Private	June 21, 1895	p	
15	Bilbie, Geo.	26	Private	April 1, 1892	p	
16	Brosig, C. E.	21	Private	Mar. 6, 1893	p	
17	Baker, J. H.	25	Private	June 12, 1893	p	
18	Blaker, A. G.	21	Private	Feb. 12, 1894	p	
19	Buchholtz, E.	19	Private	May 6, 1895	p	
20	Blake, C. B.	18	Private	Feb. 11, 1896	p	
21	Brown, A. J.	22	Private	Mar. 10, 1896	p	
22	Birdleough, W. T.	27	Private	April 6, 1896	p	
23	Baker, M. F.	20	Private	April 28, 1896	p	
24	Curtiss, J. E.	24	Private	April 1, 1892	p	
25	Curtiss, B. W.	21	Private	April 3, 1893	p	
26	Collins, H. W.	19	Private	Mar. 24, 1896	p	
27	Durfey, H. B.	22	Private	Feb. 11, 1896	a	Without leave.
28	Emery, C.	22	Private	Oct. 7, 1895	p	Without leave.
29	Fuller, H.	22	Private	Mar. 25, 1895	a	Without leave.
30	Frost, L. V.	20	Private	Jan. 22, 1895	p	
31	Flynn, J. G.	19	Private	Mar. 31, 1896	p	
32	Flynn, Robt. L.	18	Private	Mar. 31, 1896	p	
33	Gallagher, H.	21	Private	April 3, 1893	p	
34	Gates, F. W.	22	Private	May 7, 1894	p	
35	Guse, H. C.	23	Private	Mar. 25, 1895	p	
36	Graden, C. J.	23	Private	Mar. 10, 1896	p	
37	Hawkins, W. H.	23	Private	June 12, 1893	p	
38	Henze, H. J.	18	Private	Mar. 10, 1896	p	
39	Justice, F. E.	21	Private	Oct. 7, 1895	p	
40	Krumdick, G. F.	26	Private	Dec. 29, 1890	a	Without leave.
41	Krier, H. C.	20	Private	April 2, 1894	p	With at lv.
42	Knoernschild, C.	32	Private	June 16, 1894	a	Without lv.
43	Kilian, F. K.	22	Private	Oct. 7, 1895	p	
44	Keenan, G. E.	21	Private	Feb. 11, 1896	p	
45	Krier, W. E.	22	Private	Jan. 23, 1893	p	
46	Klein, A.	20	Private	April 7, 1896	p	
47	Loughrey, P. F.	20	Private	April 21, 1896	p	
48	Lanning, F. L.	23	Private	Mar. 11, 1895	p	
49	Leonard, T. H.	18	Private	Nov. 19, 1895	p	
50	Merrill, W. M.	23	Private	Feb. 11, 1896	p	
51	Matzke, E.	25	Private	Nov. 20, 1893	p	
52	Mahl, W. A.	20	Private	Nov. 19, 1895	p	
53	McGuigan, W. F.	19	Private	June 21, 1895	p	
54	McLeod, R. G.	21	Private	Feb. 11, 1896	p	
55	Melvin, H. E. D.	27	Private	Mar. 24, 1896	p	
56	Norton, W. C.	28	Private	July 4, 1892	p	
57	Nerborig, C. H.	28	Private	May 6, 1895	p	
58	Olsen, O.	24	Private	April 1, 1888	a	Without leave.
59	Parker, O. R.	22	Private	Feb. 11, 1896	p	
60	Riebe, H.	27	Private	June 13, 1891	p	
61	Robertson, C. G.	21	Private	Oct. 3, 1892	p	
62	Runge, R. W.	24	Private	May 7, 1894	p	
63	Roessner, E. H.	24	Private	May 7, 1894	p	
64	Rivers, B. N.	25	Private	June 10, 1895	p	
65	Schmidt, O. H.	22	Private	April 3, 1893	p	
66	Sheppard, F. J.	30	Private	Dec. 17, 1895	p	
67	Shepard, E. I.	18	Private	Feb. 11, 1896	p	
68	Schladinski, O. P.	19	Private	Mar. 10, 1896	p	
69	Snyder, J. C.	26	Private	Mar. 24, 1896	p	
70	Walton, J. W.	22	Private	April 3, 1893	p	
71	Wedge, R. C.	20	Private	Feb. 11, 1896	p	
72	Wolf, E. W.	27	Private	Mar. 24, 1896	p	

COMPANY D.

No.	Names.	Age.	Rank.	Date of Enlistment.	p	Remarks.
1	Everett, R. A.	23	Captain	Dec. 27, . . .	p	
2	Teeter, Geo. W.	24	First Lieutenant	May 24, . . .	p	
3	Boyce, Wm. R.	26	Sergeant	Feb. 18, . . .	p	
4	Boyce, I.	25	Sergeant	Mar. 2, . . .	p	
5	Viesselman, Edw.	21	Sergeant	April 1, . . .	p	
6	Bird, Alex.	25	Sergeant	April 12, . . .	p	
7	Bird, R. H.	24	Corporal	Mar. 24, . . .	p	
8	Viesselman, Wm.	24	Corporal	April 24, . . .	p	
9	Pratt, Marshall	21	Corporal	April 1, . . .	p	
10	Merritt, Orris.	29	Corporal	Feb. 18, . . .	p	
11	Goetz, Gerald.	22	Corporal	Jan. 12, . . .	p	
12	Slater, Edw.	20	Corporal	Feb. 10, . . .	p	
13	Bird, Benj.	20	Musician	Mar. 2, . . .	p	
14	Grant, Otis.	21	Musician	April 11, . . .	p	
15	Blaisdell, A.	21	Private	April 1, . . .	a	Without leave.
16	Brodt, Carl.	22	Private	Feb. 10, . . .	p	
17	Bullock, G. W.	35	Private	Mar. 2, . . .	p	
18	Brown, Burr.	20	Private	Mar. 20, . . .	p	
19	Burdick, F. V.	20	Private	Mar. 20, . . .	p	
20	Brackett, A.	31	Private	Mar. 20, . . .	p	
21	Brown, H. U.	19	Private	Jan. 25, . . .	p	
22	Bixby, R. W.	25	Private	Jan. 25, . . .	p	
23	Buttschan, Wm. J.	21	Private	Jan. 25, . . .	p	
24	Beede, Thad.	18	Private	Jan. 25, . . .	p	
25	Coulthard, W.	20	Private	Mar. 2, . . .	p	
26	Clark, Jas.	19	Private	Mar. 20, . . .	p	
27	Conklin, Percy.	18	Private	Jan. 25, . . .	p	
28	Dorothy, H.	23	Private	Feb. 17, . . .	p	
29	Dice, R. H.	24	Private	Jan. 25, . . .	p	
30	Dyslin, W. H.	29	Private	Feb. 25, . . .	p	
31	Follett, Harry.	21	Private	April 1, . . .	a	Without leave.
32	Foster, Geo.	22	Private	Feb. 10, . . .	p	
33	Gamble, A.	21	Private	April 1, . . .	p	
34	Helinsky, Wm. P.	26	Private	Feb. 25, . . .	p	
35	Herrick, O.	21	Private	April 1, . . .	p	
36	Huttmeier, H.	23	Private	May 15, . . .	p	
37	Hicks, Elias.	23	Private	April 2, . . .	a	Without leave.
38	Howard, Wm. E.	19	Private	Jan. 25, . . .	p	
39	Hanson, E. E.	23	Private	Jan. 25, . . .	p	
40	Hardke, Geo.	22	Private	Jan. 25, . . .	a	Without leave.
41	Johnson, Geo.	26	Private	Jan. 25, . . .	p	
42	Johnson, Dan'l.	21	Private		p	
43	Lester, Fred.	18	Private		p	
44	Lewis, Geo. L.	21	Private		p	
45	Milbert, W. J.	22	Private		p	
46	Murtaugh, H.	26	Private		p	
47	Miner, L. A.	22	Private		p	
48	McCadden, Wm.	23	Private		a	Without leave.
49	McKenzie, J. L.	21	Private		p	
50	Montgomery, Edw.	24	Private		p	
51	Moore, Homer.	19	Private		p	
52	Moore, Harry.	26	Private		a	Without leave.
53	Ott, Jesse M.	22	Private		p	
54	Pratt, Eli D.	22	Private		p	
55	Rademacher, J.	24	Private		p	
56	Shanks, L. E.	30	Private		a	Without leave.
57	St. John, B. E., Jr.	22	Private		p	
58	Swearinger, Chas.	22	Private		p	
59	Schweig, Ed. J.	20	Private		a	Without leave.
60	Sunderson, A.	21	Private		p	
61	Theobald, Frank.	27	Private		p	
62	Titus, J. S.	24	Private		p	
63	Taylor, C. S.	26	Private		p	
64	Tower, E.	26	Private		p	
65	Viesselman, O. C.	19	Private		p	
66	Viesselman, F.	20	Private		p	
67	Wakey, Philip.	26	Private		a	Without leave.
68	Wakey, Lewis.	28	Private		p	
69	Williams, W. D.	21	Private		p	
70	Wilken, Amel.	18	Private		p	
71	Wolter, John.	20	Private		p	
72	Wierland, John N.	32	Private		a	Without lv

COMPANY E.

No.	Names.	Age.	Rank.	Date of Enlistment.	p or a.	Remarks.
1	Tucker, J. M.	51	Captain	Aug. 4, 1894	p	
2	Boice, M. F.	37	First Lieutenant	Aug. 4, 1894	p	
3	Erickson, C. B.	26	Second Lieutenant	Aug. 4, 1894	p	
4	King, Wm. C.	34	First Sergeant	Aug. 4, 1894	p	
5	Mahar, Geo.	23	Sergeant	Aug. 4, 1894	p	
6	Dunn, James	24	Sergeant	Aug. 4, 1894	a	Without leave.
7	Swenson, Frank	25	Sergeant	Aug. 4, 1894	p	
8	Greiner, F. L.	23	Sergeant	Aug. 4, 1894	p	
9	Stoudt, Fred P.	19	Corporal	Aug. 4, 1894	p	
10	Moser, John	20	Corporal	Aug. 4, 1894	p	
11	Plum, John H.	30	Corporal	Aug. 4, 1894	p	
12	Tucker, S. W.	21	Corporal	Aug. 4, 1894	a	Without leave.
13	Lowell, C. S.	21	Corporal	Aug. 4, 1894	p	
14	Bussell, Peter	19	Musician	Aug. 4, 1894	p	
15	Hainesh, Edward	21	Musician	Aug. 4, 1894	p	
16	Ahern, Edward	24	Private	Aug. 4, 1894	p	
17	Bracht, Herman	21	Private	Aug. 4, 1894	p	
18	Bradbury, Edgar	20	Private	Aug. 4, 1894	p	
19	Colling, Frank J.	25	Private	Jan. 29, 1896	a	Without leave.
20	Clure, A. J.	25	Private	Feb. 15, 1896	p	
21	Crandall, Eugene	19	Private	Mar. 21, 1896	p	
22	Doten, Say	22	Private	May 8, 1895	a	Without leave.
23	Dennison, Elmer	35	Private	Feb. 20, 1896	p	
24	Eklund, Alfred	27	Private	Aug. 4, 1894	a	Without leave.
25	Frank, Jessie	23	Private	Aug. 4, 1894	p	
26	Griffin, Thomas J.	20	Private	Aug. 4, 1894	p	
27	Griffin, Eugene	19	Private	Aug. 4, 1894	p	
28	Grennier, Harry	19	Private	Aug. 4, 1894	p	
29	Gillett, F. C.	24	Private	Jan. 29, 1896	p	
30	Hainesh, Frank	19	Private	Aug. 4, 1894	p	
31	Holt, Lawrence	20	Private	Aug. 4, 1894	a	Without leave.
32	Hubbard, Miles	19	Private	Aug. 4, 1894	p	
33	Hayes, Archie M.	23	Private	Aug. 4, 1894	p	
34	Ingalls, Clyde	20	Private	Aug. 4, 1894	a	Without leave.
35	Johnson, Emil	22	Private	Aug. 4, 1894	a	
36	Johnson, Gustaf	22	Private	Mar. 19, 1896	p	
37	Kramer, Fred	21	Private	Aug. 4, 1894	p	
38	Martin, Morris A.	20	Private	Aug. 4, 1894	p	
39	Mullany, John	25	Private	Aug. 4, 1894	p	
40	Morgan, James	31	Private	Jan. 29, 1896	p	
41	Morey, Harry	18	Private	Mar. 6, 1896	p	
42	Nelson, Chas.	20	Private	Aug. 4, 1894	p	
43	Newell, Vincent	19	Private	Aug. 4, 1894	p	
44	Oestrich, Albert	22	Private	Aug. 4, 1894	p	
45	Rettinger, John J.	34	Private	Aug. 4, 1894	p	
46	Ringstrom, Peter	22	Private	Aug. 4, 1894	p	
47	Riches, Frank E.	28	Private	Jan. 29, 1896	a	Without leave.
48	Swenson, Alfred	22	Private	Aug. 4, 1894	p	
49	Swenson, Chas.	20	Private	Aug. 4, 1894	a	Without leave.
50	Schroeder, Edward	20	Private	April 15, 1895	p	
51	Scott, Harry	19	Private	Jan. 29, 1896	p	
52	Tucker, Lisle D.	23	Private	Aug. 4, 1894	p	
53	Tucker, James H.	19	Private	Aug. 4, 1894	p	
54	Thompson, Wm. E.	21	Private	Aug. 14, 1895	p	
55	Van Slyke, James	21	Private	Aug. 7, 1895	p	
56	Van Alstine, Wm.	19	Private	April 6, 1896	a	Without leave.
57	Webster, Warren	24	Private	Aug. 4, 1894	p	
58	West, Fred H.	23	Private	Aug. 4, 1894	a	Without leave.
59	Wilcox, Chas.	19	Private	Aug. 4, 1894	p	
60	Wilson, Henry	22	Private	Aug. 4, 1894	p	
61	Wilson, Oscar	28	Private	Aug. 24, 1894	p	
62	Wilson, Albert	19	Private	Aug. 24, 1894	p	
63	Wray, Walter	21	Private	Aug. 4, 1894	a	Without leave.
64	White, Chas. B.	27	Private	Aug. 4, 1894	p	
65	Wilson, Arthur	24	Private	April 15, 1895	a	Without leave.
66	Welch, Sidney	26	Private	May 8, 1895	p	
67	Ward, Gilbert E.	22	Private	Aug. 4, 1894	p	

COMPANY F.

No.	Names.	Age	Rank.	Date of Enlistment.	por a.	Remarks.
1	Allen, Clarence D.	33	Captain	May 8, 1891	p	
2	Viall, Roy.	24	First Lieutenant	May 8, 1891	p	
3	Root, William E.	34	Second Lieutenant	June 21, 1891	p	
4	Seeley, Chas. W.	34	First Sergeant	May 8, 1891	p	
5	Kerwin, Herman A.	31	Sergeant	May 8, 1891	p	
6	Beagle, George.	26	Sergeant	May 8, 1891	p	
7	Kingsley, Frank F.	36	Sergeant	May 8, 1891	p	
8	Olds, Henry.	27	Sergeant	May 8, 1891	p	
9	Viall, William A.	35	Corporal	June 13, 1891	a	Without leave.
10	Fenton, J. E.	33	Corporal	May 8, 1891	p	
11	McClary, Ono C.	24	Corporal	April 10, 1893	p	
12	Nutting, John C.	28	Corporal	Feb. 15, 1894	p	
13	Duffy, Peter H.	33	Corporal	May 8, 1891	p	
14	Conley, Fred V.	26	Corporal	April 10, 1893	p	
15	Washburn, Elwin G.	31	Musician	May 8, 1891	p	
16	Viall, Fay B.	22	Musician	April 10, 1892	a	Without leave.
17	Almvig, Gustav.	27	Private	May 8, 1891	p	
18	Baker, Granville W.	20	Private	Mar. 26, 1894	p	
19	Benson, Ben R.	22	Private	June 3, 1895	p	
20	Bly, William J.	27	Private	Mar. 19, 1894	p	
21	Bratrud, Theodore C.	22	Private	May 6, 1892	a	Without leave.
22	Brazington, William H.	21	Private	Mar. 26, 1894	a	Without leave.
23	Burchill, William H.	22	Private	Mar. 19, 1894	a	Without leave.
24	Cady, George.	19	Private	June 17, 1895	p	
25	Conley, Byron.	21	Private	Mar. 19, 1894	p	
26	Crain, Bert E.	20	Private	April 2, 1894	p	
27	Cramp, Edgar R.	32	Private	May 8, 1891	p	
28	Derby, Edd.	24	Private	Mar. 19, 1894	p	
29	Farmer, Ernest.	23	Private	May 8, 1891	p	
30	Farmer, Frank.	21	Private	April 10, 1893	p	
31	Fauver, Ira E.	24	Private	Mar. 26, 1894	p	
32	Fenton, Clarence W.	19	Private	June 20, 1895	p	
33	Gates, Irving A.	28	Private	April 15, 1895	p	
34	Gleason, Frank A.	34	Private	Mar. 26, 1894	p	
35	Gralling, Milo J.	28	Private	May 8, 1891	p	
36	Gullickson, Anton.	20	Private	May 8, 1891	a	Without leave.
37	Gullickson, Oscar.	21	Private	April 10, 1893	p	
38	Hancock, John Q., Jr.	24	Private	Jan. 25, 1895	p	
39	Hanson, Michael B.	21	Private	April 29, 1895	p	
40	Hanson, Olaf C.	24	Private	May 8, 1891	p	
41	Hart, Walter H.	24	Private	April 29, 1895	p	
42	Hodge, William H.	33	Private	May 8, 1891	p	
43	Howard, Kearney A.	26	Private	May 8, 1891	p	
44	Jones, John D.	29	Private	May 8, 1891	p	
45	Kellogg, Alvah C.	24	Private	April 29, 1895	a	Without lv.
46	Kendrick, Herb. N.	27	Private	May 8, 1894	a	Without lv.
47	Kingsley, William N.	30	Private	Feb. 15, 1894	p	
48	Lawrence, Edward G.	22	Private	April 2, 1896	p	
49	Loomis, Bert.	20	Private	April 29, 1895	p	
50	Lyman, William L.	30	Private	Mar. 26, 1894	p	
51	Maricle, Merritt C.	21	Private	April 29, 1895	a	
52	McClary, Charles W.	23	Private	Mar. 7, 1892	p	Without leave.
53	Moe, Ludwig.	21	Private	April 10, 1893	p	
54	Mulligan, James.	22	Private	Mar. 16, 1896	p	
55	Ousley, Alonzo.	25	Private	Mar. 26, 1894	p	
56	Parker, Jas. A.	38	Private	April 15, 1895	p	
57	Renslow, William.	21	Private	April 2, 1894	p	
58	Rhodes, David L.	34	Private	Mar. 6, 1892	p	
59	Rix, Barnett C.	23	Private	April 9, 1892	a	Without leave.
60	Sample, Wilbur H.	19	Private	May 1, 1895	p	Without lv.
61	Schofield, Luther M.	31	Private	May 8, 1891	a	Without lv.
62	Smith, Milton.	24	Private	May 8, 1891	a	Without lv.
63	Thayer, Burdette C.	20	Private	Mar. 26, 1894	p	
64	Utlley, J. D.	30	Private	Mar. 16, 1896	p	
65	Viall, Frank H.	33	Private	May 8, 1891	p	
66	Watson, John A.	35	Private	April 29, 1895	a	
67	Webber, Hal. A.	28	Private	April 29, 1895	p	Without leave.
68	Wiseman, J. A.	24	Private	April 29, 1895	p	
69	Woolridge, Erwin L.	21	Private	Mar. 26, 1894	p	
70	Zigmund, Joseph.	39	Private	May 8, 1891	a	Without lv.

COMPANY G.

No.	Names.	Age.	Rank.	Date of Enlistment.	p or a.	Remarks.
1	Wood, Fred B.	30	Captain	May 8, 1884	p	
2	Cook, Chas. H.	27	First Lieutenant	Jan. 27, 1885	p	
3	Detwiller, J. E.	26	Second Lieutenant	Nov. 2, 1888	p	Out 20 Mos.
4	Nicholsen, N.	29	Sergeant	Feb. 20, 1885	p	re-enlisted
5	Page, A. C.	26	Sergeant	Nov. 2, 1888	p	Re-enlisted
6	Catherwood, S. D.	35	Sergeant	Aug. 29, 1889	p	Re-enlisted
7	Johnson, C. H.	38	Sergeant	Aug. 30, 1889	p	Re-enlisted
8	Galloway, J. E.	27	Corporal	April 9, 1888	p	Re-enlisted
9	Brown, O. A.	30	Corporal	Sept. 9, 1889	p	Re-enlisted
10	Nicholsen, Jacob	24	Corporal	Feb. 5, 1894	a	Furlough.
11	Pullen, H. A.	22	Corporal	April 2, 1894	a	Furlough.
12	Chapin, H. A.	24	Corporal	June 1, 1890	p	Out 8 mos., re-enlisted.
13	Andrews, Wm.	29	Musician	Feb. 3, 1886	p	Re-enlisted
14	Woodward, C. E.	18	Musician	May 1, 1896	p	
15	Allen, F. R.	23	Private	April 6, 1891	p	
16	Asher, M.	18	Private	Dec. 2, 1895	p	Out 2 yrs., re-enlisted
17	Boyd, R.	22	Private	June 5, 1893	p	
18	Bassler, W. D.	24	Private	May 15, 1895	p	
19	Clark, C. W.	21	Private	Mar. 4, 1895	p	
20	Clark, Frank	18	Private	May 1, 1896	p	
21	Christopherson, N. K.	22	Private	Sept. 5, 1892	p	
22	Crandall, W. R.	24	Private	Feb. 5, 1894	p	
23	Chandler, H.	25	Private	Mar. 12, 1894	p	
24	Crandell, John	22	Private	June 3, 1895	p	
25	Dugan, S.	22	Private	April 1, 1892	p	
26	Donaldson, W. E.	23	Private	April 2, 1895	p	
27	Davidson, J. E.	25	Private	Mar. 4, 1895	p	
28	Eagen, C. A.	26	Private	April 1, 1890	p	Re-enlisted
29	Ellis, C. F.	24	Private	Feb. 5, 1894	p	
30	Ellis, S. A.	20	Private	June 3, 1895	a	Furlough.
31	Fenton, G. C.	23	Private	April 18, 1891	p	Out 2 Mos., re-enlisted
32	Fairbanks, C. J.	26	Private	May 2, 1894	p	
33	Fairbanks, Dan.	18	Private	May 1, 1896	p	
34	Gallagher, Tony	32	Private	June 1, 1891	p	
35	George, H. F.	22	Private	Feb. 5, 1894	p	
36	Geraghty, James	20	Private	Mar. 4, 1895	p	
37	Gunz, Abe	18	Private	April 1, 1896	p	
38	Hilker, H.	22	Private	April 1, 1892	p	
39	Hale, J. M.	21	Private	Feb. 5, 1894	a	Furlough.
40	Johnson, Arnold	23	Private	Feb. 5, 1894	p	
41	Judd, Claud	21	Private	Mar. 4, 1895	p	
42	Johnson, Adolph	19	Private	May 1, 1896	p	
43	Keely, E. P.	21	Private	Feb. 5, 1894	p	
44	Kerkow, C. A.	35	Private	May 4, 1891	p	Re-enlisted
45	Malenberg, H. J.	22	Private	Sept. 5, 1892	p	
46	Magee, J. J.	21	Private	June 5, 1893	p	
47	McCormick, M.	23	Private	Mar. 12, 1894	p	
48	McIntyre, P. T.	20	Private	Mar. 4, 1895	p	
49	Fetty, A. B.	39	Private	June 15, 1891	p	
50	Parker, W. M.	18	Private	April 1, 1896	p	
51	Peterson, Chas.	27	Private	April 6, 1891	p	Re-enlisted
52	Rugg, J. J.	24	Private	June 5, 1893	p	
53	Robinson, J. F.	22	Private	Feb. 5, 1894	p	
54	Riebe, Henry	40	Private	June 13, 1885	p	Re-enlisted
55	Sutherland, N. C.	21	Private	June 5, 1893	p	
56	Smith, H. P.	24	Private	June 5, 1893	p	
57	Snyder, L. F.	21	Private	June 9, 1893	p	
58	Seebach, A.	24	Private	Feb. 5, 1894	p	
59	Shepherd, R. E.	35	Private	May 28, 1894	p	
60	Sargent, L. M.	21	Private	Mar. 4, 1895	p	
61	Schwan, E. J.	29	Private	May 1, 1895	p	
62	Sullivan, Frank	19	Private	May 1, 1896	p	
63	Torrens, A. R.	22	Private	June 5, 1893	p	
64	Teeter, Frank	19	Private	Mar. 4, 1895	p	
65	Ulmer, Chas.	20	Private	April 1, 1895	p	
66	Vandegrift, C. A.	23	Private	April 6, 1891	p	Re-enlisted
67	Whitcomb, M. S.	30	Private	Sept. 5, 1892	p	
68	Ward, G.	25	Private	Mar. 12, 1894	p	
69	Woodson, T. J.	26	Private	Mar. 12, 1894	p	
70	Woodson, John	21	Private	April 1, 1896	p	

COMPANY H.

No.	Names.	Age.	Rank.	Date of Enlistment.	para	Remarks.
1	Billington, Jens.....	34	Captain	Mar. 10, 1886	p	
2	Henton, Cy. R.....	20	Second Lieutenant.....	Mar. 14, 1890	p	
3	Baker, Geo. W.....	37	Sergeant	Mar. 10, 1886	p	
4	Ferguson, Frank.....	30	Sergeant	April 14, 1893	p	
5	McCollum, Earl B.....	34	Sergeant	April 10, 1890	p	
6	Grant, Robt. A.....	20	Sergeant	April 10, 1894	p	
7	Brownell, Dan C.....	29	Sergeant	June 8, 1890	p	
8	Wright, John N.....	37	Corporal	May 10, 1893	p	
9	Preston, Wm. E.....	20	Corporal	April 10, 1894	p	
10	Debedock, Ole O.....	31	Corporal	April 7, 1890	p	
11	Jargo, Adam B.....	20	Musician	April 10, 1894	p	
12	Osborne, Alex. H.....	19	Musician	June 8, 1890	a	Furlough, 7th May.
13	Albin, Emery.....	22	Private	Jan. 14, 1895	p	
14	Baker, Chas. A.....	35	Private	April 10, 1894	p	
15	Blasdell, Geo. M.....	21	Private	April 20, 1894	p	
16	Brown, Amos.....	26	Private	Jan. 9, 1895	p	
17	Baldwin, Matt.....	20	Private	Feb. 6, 1896	p	
18	Bruce, Chas. S.....	25	Private	June 8, 1890	a	Without leave.
19	Cady, Chas. H.....	25	Private	Mar. 6, 1896	p	
20	Crockett, Albert.....	25	Private	Feb. 8, 1895	p	
21	Chilcote, Edmund M.....	20	Private	Aug. 29, 1895	p	
22	Chesley, Roy E.....	18	Private	Feb. 29, 1896	p	
23	Debedock, Ben O.....	22	Private	April 10, 1894	p	
24	Dalrymple, Allen.....	19	Private	June 14, 1895	a	Without leave.
25	Davis, Wallace G.....	20	Private	Mar. 6, 1896	p	
26	Fugleberg, Peter.....	22	Private	April 10, 1894	p	
27	Henton, Theo. T.....	21	Private	May 7, 1890	p	
28	Helling, Ole.....	32	Private	April 14, 1892	p	
29	Kreps, Ellas.....	34	Private	April 10, 1894	a	Without leave.
30	Kitterman, John.....	19	Private	June 14, 1895	p	
31	Kitterman, Veln.....	19	Private	Jan. 14, 1895	p	
32	Kniss, Paul D.....	18	Private	Aug. 9, 1895	p	
33	Kennedy, Thos. F.....	24	Private	Mar. 6, 1896	p	
34	Killpatrick, Raymond L.....	19	Private	Aug. 29, 1895	p	
35	Lynch, John R.....	18	Private	Feb. 6, 1896	p	
36	Myking, Knute.....	33	Private	June 15, 1894	p	
37	Macfadden, Cornelius C.....	19	Private	Mar. 20, 1895	p	
38	Macfadden, Harry W.....	18	Private	Aug. 31, 1895	p	
39	Minard, John J.....	21	Private	Aug. 29, 1895	p	
40	Olson, Olaf.....	25	Private	Jan. 12, 1892	p	
41	Olson, Harry.....	22	Private	Feb. 12, 1895	p	
42	Olson, Alfred.....	20	Private	Feb. 6, 1896	p	
43	Snook, Joe L.....	20	Private	April 10, 1894	a	Furlough, 7th May.
44	Solberg, Alx. M.....	26	Private	June 8, 1890	p	
45	Swanson, Joseph.....	25	Private	Mar. 6, 1896	p	
46	Tams, James F.....	26	Private	April 4, 1893	p	
47	Thorson, Chris.....	22	Private	Feb. 6, 1896	p	
48	Voelz, Max H.....	25	Private	April 10, 1894	p	Without leave.
49	Wilson, Guy M.....	21	Private	May 18, 1894	p	
50	Willetts, Harry N.....	26	Private	June 17, 1895	p	
51	Way, Karl L.....	18	Private	Aug. 7, 1895	p	
52	Webber, Ben D.....	26	Private	Aug. 26, 1895	p	
53	Welch, Fred H.....	18	Private	Aug. 29, 1895	p	

COMPANY I.

No.	Names.	Age.	Rank.	Date of Enlistment.	p o r a.	Remarks.
1	Morin, W. A.....	..	Captain	January, 1896	p	
2	Edwards, C. S.....	25	First Lieutenant.....	Jan. 30, 1895	p	
3	Simonson, S. O.....	27	Second Lieutenant.....	Jan. 30, 1895	p	
4	Thompson, S. G.....	24	First Sergeant.....	Jan. 30, 1895	p	
5	Day, C. H.....	23	Second Sergeant.....	Jan. 30, 1895	p	
6	Carlson, H.....	22	Third Sergeant.....	Jan. 30, 1895	p	
7	Mallery, F. H.....	23	Fourth Sergeant.....	Jan. 30, 1895	p	
8	Hendershott, J. M.....	22	Fifth Sergeant.....	May 8, 1891	p	By transf.
9	Trysley, Benj.....	28	Corporal	Jan. 30, 1895	p	
10	Gillrup, F.....	20	Corporal	Jan. 30, 1895	p	
11	Kellar, H.....	18	Corporal	Jan. 30, 1895	p	
12	Geissler, Jno.....	22	Corporal	Jan. 30, 1895	p	
13	Hanson, Geo.....	26	Corporal	Jan. 30, 1895	p	
14	Anderson, O. A.....	23	Musician	Jan. 30, 1895	p	
15	Tweedy, R. J.....	19	Musician	Jan. 30, 1895	p	
16	Barck, H.....	18	Private	Jan. 30, 1895	p	
17	Blackmer, A.....	18	Private	Jan. 30, 1895	p	
18	Cool, F.....	18	Private	Jan. 30, 1895	p	
19	Carlson, T.....	25	Private	Feb. 25, 1895	p	
20	Christopherson, A. C.....	22	Private	Feb. 25, 1895	p	
21	Carburry, C.....	24	Private	Mar. 2, 1896	p	
22	Dudley, Joe.....	22	Private	May 23, 1895	a	Without lv.
23	Erickson, A. C.....	21	Private	Jan. 30, 1895	a	Without lv.
24	Ellison, G. B.....	28	Private	Nov. 28, 1895	a	Without lv.
25	Fuller, M. L.....	20	Private	Jan. 30, 1895	p	
26	Green, C. E.....	18	Private	Jan. 30, 1895	p	
27	George, E. H.....	22	Private	Jan. 30, 1895	p	
28	Gillrup, H.....	16	Private	June 17, 1895	p	
29	Hanson, H.....	23	Private	Feb. 25, 1895	p	
30	Hauge, T. A.....	18	Private	Jan. 30, 1895	p	
31	House, B. E.....	21	Private	June 17, 1895	a	Without leave.
32	Hammond, E. S.....	25	Private	Nov. 25, 1895	p	
33	Jenson, J. H.....	18	Private	Oct. 4, 1895	p	
34	Johnson, P. A.....	19	Private	April 29, 1896	p	
35	Larkins, W. L.....	21	Private	Jan. 30, 1895	a	Without leave.
36	Larson, C.....	23	Private	Jan. 30, 1895	p	
37	Louis, Lou.....	20	Private	Jan. 30, 1895	p	
38	Louis, L. B.....	19	Private	Jan. 27, 1896	p	
39	McMillan, H. C.....	18	Private	Jan. 30, 1895	p	
40	Mallery, Bert.....	18	Private	Nov. 18, 1895	p	
41	Narvernde, L.....	23	Private	Jan. 30, 1895	p	
42	Nelson, Edward.....	20	Private	Oct 4, 1895	p	
43	Nelson, Nels C.....	21	Private	May 4, 1896	p	
44	Overgard, T. A.....	21	Private	May 4, 1896	p	
45	Ostrander, W. F.....	25	Private	April 29, 1896	p	
46	Peterson, Lou.....	19	Private	Jan. 30, 1895	p	
47	Peterson, Geo.....	23	Private	June 17, 1895	p	
48	Peterson, Alof.....	22	Private	Jan. 27, 1896	p	
49	Behrson, John.....	23	Private	Jan. 27, 1896	p	
50	Prescott, Jerry.....	20	Private	May 4, 1896	p	
51	Remington, E. E.....	33	Private	Mar. 18, 1895	p	
52	Ross, B. E.....	26	Private	Mar. 18, 1895	p	
53	Richardson, C. E.....	23	Private	Jan. 30, 1895	a	Without lv.
54	Spicer, L. W.....	18	Private	Jan. 30, 1895	a	Without lv.
55	Stenrude, E. J.....	20	Private	Jan. 30, 1895	p	
56	Thompson, R. B.....	19	Private	Jan. 30, 1895	p	
57	Torgerson, Louis.....	21	Private	Jan. 30, 1895	p	
58	Voight, Will.....	20	Private	Jan. 30, 1895	p	
59	Vandegrift, H. L.....	18	Private	Jan. 30, 1895	p	
60	Wanamaker, H.....	34	Private	Jan. 30, 1895	p	
61	Weeks, W. W.....	19	Private	Jan. 30, 1895	p	
62	Wilkinson, Chas.....	17	Private	Dec. 2, 1895	p	

COMPANY K.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a	Remarks.
1	Child, Walter.....	39	Captain	Aug. 17, 1887	p	Without leave.
2	Hodgkins, M. A.....	25	First Lieutenant.....	May 3, 1889	p	
3	Wood, Wm.....	23	Second Lieutenant.....	May 1, 1891	p	
4	Sheehan, J. S.....	25	Sergeant	Nov. 12, 1894	p	
5	Christian, Chas.....	38	Sergeant	June 1, 1891	a	
6	Kurkowski, Fred.....	26	Sergeant	Mar. 13, 1893	p	
7	Clement, A.....	23	Sergeant	Nov. 9, 1891	p	
8	Farrington, F.....	23	Sergeant	Nov. 9, 1891	p	
9	Brisbane, Thos.....	42	Corporal	May 25, 1891	p	
10	Sterling, C. V.....	30	Corporal	Oct. 15, 1894	p	
11	Lucas, Harry.....	24	Corporal	Oct. 22, 1894	p	
12	Cronkright, Willis.....	20	Corporal	Mar. 19, 1894	p	
13	Pierce, Frank.....	20	Corporal	Mar. 19, 1894	p	
14	Updyke, S. G.....	20	Corporal	June 20, 1895	p	
15	Child, Clyde R.....	16	Musician	April 8, 1895	p	
16	Keeley, James W.....	19	Musician	Mar. 16, 1896	p	Furlough.
17	Anderson, Melvin.....	23	Private	June 1, 1891	p	
18	Benson, Alfred.....	24	Private	Nov. 30, 1891	p	
19	Bartles, Albert.....	24	Private	Nov. 12, 1894	p	
20	Brown, Harry.....	18	Private	Nov. 15, 1894	p	
21	Bennett, Moses.....	18	Private	Nov. 15, 1894	p	
22	Blowers, John F.....	22	Private	Mar. 16, 1896	p	
23	Brisbane, Wm. E.....	19	Private	May 14, 1896	p	
24	Cooley, Frank.....	33	Private	June 1, 1891	p	
25	Dunn, Joe.....	19	Private	Feb. 25, 1895	p	
26	Dibble, Loan H.....	24	Private	May 1, 1896	p	
27	Griffith, W.....	24	Private	June 1, 1893	p	
28	Guttflesch, H. C.....	22	Private	Dec. 22, 1892	p	
29	Hollister, Ed.....	44	Private	Feb. 22, 1892	p	
30	Hanks, Geo.....	21	Private	Mar. 19, 1894	p	Without lv. Furlough.
31	Henle, Alvis.....	22	Private	Mar. 19, 1894	p	
32	Hayden, Arthur A.....	17	Private	Mar. 30, 1896	p	
33	Hanks, Albert F.....	24	Private	April 13, 1896	p	
34	Johnson, P. M.....	24	Private	Mar. 4, 1895	p	
35	Jurin, E. M.....	29	Private	Nov. 19, 1894	p	
36	Kempin, Chas.....	22	Private	Mar. 13, 1893	p	
37	Kurkowski, Paul.....	23	Private	May 14, 1894	p	
38	Kurkowski, Albert.....	25	Private	June 15, 1889	p	
39	Latham, Wm.....	22	Private	Mar. 28, 1892	p	
40	Latham, Fred.....	20	Private	Mar. 19, 1894	p	
41	Lynch, A. W.....	21	Private	Mar. 13, 1893	p	
42	Lund, Carl F.....	18	Private	May 6, 1895	p	
43	McLin, J. F.....	21	Private	Mar. 19, 1894	a	
44	McLin, P. J.....	20	Private	Mar. 19, 1894	p	Without leave.
45	Merrill, A. G.....	17	Private	Mar. 4, 1895	p	
46	McLoon, James A.....	16	Private	Nov. 18, 1895	p	
47	Nelson, Alfred.....	23	Private	Nov. 16, 1891	p	
48	Orth, Joseph N.....	26	Private	May 14, 1894	a	
49	Pierce, Clarence.....	23	Private	Nov. 16, 1891	p	
50	Priest, Frank C.....	19	Private	Mar. 19, 1894	p	
51	Putnam, Tarrant.....	24	Private	Nov. 16, 1891	p	
52	Passer, Adolph A.....	16	Private	Oct. 14, 1895	p	
53	Reynolds, Geo.....	21	Private	June 13, 1893	p	
54	Reynolds, Jerome D.....	21	Private	Oct. 14, 1895	a	
55	Snyder, Arthur.....	22	Private	Feb. 29, 1892	p	
56	Seaman, Mead.....	21	Private	April 21, 1893	p	Furlough.
57	Severson, E. W.....	26	Private	Mar. 19, 1894	p	
58	Shartell, J. E.....	21	Private	Nov. 19, 1894	p	
59	Sheckler, Chas. D.....	18	Private	Mar. 21, 1895	p	
60	Turnacleft, Ralph.....	22	Private	May 23, 1894	a	
61	Wood, Edward A.....	18	Private	Nov. 18, 1895	p	Furlough.
62	Wood, Orlando B.....	16	Private	Mar. 28, 1896	p	

THIRD REGIMENT. FIELD AND STAFF AND BAND.

No.	Names.	Age.	Rank.	Date of Enlistment.	p	ora.	Remarks.
Field and Staff—							
1	Shandrew, J. C.....	47	Colonel	Feb'y, 1884	p		
2	Johnson, C. E.....	42	Lieutenant Colonel.....	March, 1885	p		
3	Van Duzee, C. A.....	36	Major	March, 1884	p		
4	Bidwell, F. H.....	32	Major	Feb'y, 1892	p		
5	Winne, R. L.....	37	Adjutant	Feb'y, 1886	p		
6	Plummer, C. H.....	52	Chaplain	June, 1887	p		
7	Coxe, A. B.....	23	Judge Advocate.....	January, 1892	p		
8	Nutting, C. W.....	35	Quartermaster	Sept'b'r, 1889	p		
9	Dodge, Jos.....	33	I. S. A. P.....	April, 1886	p		
10	Stearns, C. H.....	36	Commissary Sub.....	March, 1885	p		
11	Hatch, C. S.....	21	Sergeant Major.....	June, 1896	p		
12	Eastman, H.....	55	Color Sergeant.....	April, 1885	p		
13	Sigmon, R. R.....	41	Com. Sergeant.....	March, 1885	p		
14	Nutting, J.....	28	Q. M. Sergeant.....	August, 1894	p		
15	Mosher, W. J.....	21	Regt. Musician.....	Sept'b'r, 1895	p		
Band—							
1	Seibert, G. C.....	31	Musician	May, 1891	p		
2	Trezigulny, C. A.....	36	Musician	May, 1881	p		
3	Brady, O. G.....	38	Musician	April, 1885	p		
4	Biecher, W.....	55	Musician	April, 1885	p		
5	Mathias, Frank.....	43	Musician	April, 1882	p		
6	Guibert, M.....	37	Musician	April, 1894	p		
7	Hosmer, E.....	30	Musician	April, 1894	p		
8	Henninger, Theo.....	55	Musician	May, 1891	p		
9	Heinrich, C.....	37	Musician	April, 1889	p		
10	Knaff, Henry.....	31	Musician	May, 1896	p		
11	Martow, W.....	34	Musician	May, 1891	p		
12	Rodenskirchen, H.....	45	Musician	May, 1891	p		
13	Rodenskirchen, I.....	21	Musician	May, 1891	p		
14	Rossmith, C.....	29	Musician	April, 1889	p		
15	Rhamel, A.....	23	Musician	April, 1894	p		
16	Schliedler, W.....	29	Musician	May, 1891	p		
17	Sender, J.....	36	Musician	May, 1891	p		
18	Stein, H.....	39	Musician	April, 1882	p		
19	Wuerz, H.....	49	Musician	May, 1891	p		
20	Zwolaneck, A.....	24	Musician	May, 1896	p		

COMPANY A.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a	Remarks.
1	Eva, H. V.....	27	Captain	April 26, 1889	p	
2	Quade, J. C.....	28	First Lieutenant.....	April 26, 1889	p	
3	Richardson, N. F.....	24	Second Lieutenant.....	June 10, 1892	p	
4	Carey, W. H.....	25	First Sergeant.....	Mar. 29, 1892	p	
5	Paine, Parker.....	22	Second Sergeant.....	April 26, 1888	p	
6	Hagenson, W. B.....	23	Third Sergeant.....	April 24, 1892	p	
7	Magin, W. B.....	29	Fourth Sergeant.....	Feb. 24, 1890	p	
8	Brunner, R. H.....	26	Corporal	July 12, 1892	p	
9	Barnard, H. J.....	20	Corporal	Nov. 21, 1893	p	
10	Gibson, Murdo.....	21	Corporal	Mar. 6, 1894	p	
11	Sunquist, Benj.....	26	Corporal	May 17, 1892	a	
12	Ames, F. F.....	26	Private	May 1, 1894	p	Without leave.
13	Anderson, P. L.....	20	Private	June 28, 1894	p	
14	Bennett, C. L.....	20	Private	Jan. 29, 1895	p	
15	Berbig, H. F.....	20	Private	April 2, 1895	a	With leave.
16	Broadbridge, A. E.....	32	Private	April 7, 1896	p	
17	Brunner, H.....	20	Private	Mar. 6, 1894	p	
18	Bryan, A.....	31	Private	Aug. 10, 1895	p	
19	Cooley, F. O.....	24	Private	Sept. 12, 1895	a	With leave.
20	Crawford, J. B.....	23	Private	Dec. 5, 1893	p	
21	Gearhart, D. G.....	19	Private	April 3, 1896	p	
22	Gilkey, W. E.....	23	Private	April 3, 1894	p	
23	Hanson, H.....	21	Private	June 10, 1895	p	
24	Helmick, Frank W.....	21	Private	Mar. 27, 1896	p	
25	Helmick, Phillip F.....	19	Private	April 7, 1896	p	
26	Helm, J. R.....	23	Private	Jan. 29, 1895	p	
27	Higgins, J. J.....	26	Private	April 18, 1890	p	
28	Hood, C. L.....	20	Private	Mar. 13, 1894	p	
29	Ingalls, Ed.....	18	Private	April 7, 1896	p	
30	Johnson, J. H.....	26	Private	April 28, 1891	p	
31	Kehtel, E.....	21	Private	May 21, 1895	p	
32	Kemp, David C. W.....	20	Private	Mar. 27, 1896	p	
33	Kemp, Marcus.....	19	Private	April 3, 1896	p	
34	King, R. D.....	27	Private	Dec. 1, 1893	p	
35	Lafans, W. S.....	18	Private	April 7, 1896	p	
36	Lydon, John.....	21	Private	April 3, 1894	p	
37	Maginnis, J. S.....	18	Private	April 7, 1896	p	
38	Matthews, W. E.....	26	Private	April 26, 1892	p	
39	Mungerson, C. E.....	23	Private	Mar. 21, 1893	p	
40	Murphy, W. B.....	20	Private	April 7, 1896	p	
41	Powers, J. J.....	23	Private	June 15, 1895	a	Without lv
42	Quade, A.....	22	Private	May 21, 1895	a	Without lv
43	Repensky, J. G.....	20	Private	Jan. 8, 1895	p	
44	Riddle, B. S.....	23	Private	Mar. 12, 1895	p	
45	Ruhnke, F. W.....	24	Private	Dec. 5, 1893	p	
46	Schwieger, J. D.....	19	Private	Feb. 12, 1895	p	
47	Spink, E. F.....	18	Private	April 7, 1896	p	
48	Talboys, A. W.....	19	Private	Mar. 5, 1895	p	
49	Tetu, V. A.....	24	Private	April 12, 1892	p	
50	Van Norman, G. R.....	20	Private	June 4, 1895	a	Without leave.
51	Waters, H.....	20	Private	April 11, 1896	a	
52	Wayland, C. W.....	21	Private	April 7, 1896	p	
53	Wenzel, E. J.....	25	Private	Feb. 12, 1895	p	
54	Westberg, R. A.....	19	Private	Mar. 12, 1895	p	
55	Whitaker, H. B.....	23	Private	Mar. 6, 1894	p	
56	Wood, J. S.....	22	Private	Feb. 13, 1894	a	With leave.
57	Melby, Wm.....	19	Private	May 11, 1896	p	

COMPANY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	per a.	Remarks.
1	Bartlett, Geo. D.	33	Captain	Oct. 21, 1893	p	
2	Staples, Roy G.	24	First Lieutenant	May 14, 1890	p	
3	Pratt, Albert F.	24	Second Lieutenant	May 13, 1889	p	
4	Murphy, Apl. P.	27	First Sergeant	Nov. 30, 1887	p	
5	Hickman, Frank B.	33	Sergeant	Sept. 27, 1887	p	
6	Wethern, Allan W.	26	Sergeant	Nov. 30, 1887	p	
7	Herrick, Truman	30	Sergeant	July 12, 1892	p	
8	Troy, Louis M.	22	Sergeant	Dec. 8, 1891	p	
9	Bergeron, Henry L.	24	Corporal	Jan. 26, 1892	p	
10	Faber, Harry F.	33	Corporal	Aug. 19, 1887	p	
11	Geddes, Geo. E.	23	Corporal	May 16, 1891	p	
12	Stevens, Olley	21	Corporal	May 23, 1893	p	
13	Bird, Lem. C.	28	Corporal	Mar. 2, 1894	p	
14	Murphy, Eugene	22	Corporal	Feb. 2, 1892	p	
15	Woods, John	23	Musician	Dec. 8, 1891	p	
16	Bergeron, Edw. F.	20	Private	Mar. 5, 1895	p	
17	Bolster, Wm. E.	29	Private	Mar. 27, 1888	p	
18	Brown, Percy	22	Private	Mar. 1, 1892	p	
19	Brooks, Jesse	23	Private	April 27, 1894	p	
20	Browning, Eugene	20	Private	Mar. 2, 1894	p	
21	Campbell, Geo. W.	20	Private	Mar. 5, 1895	p	
22	Colwell, Jas. H.	27	Private	Oct. 5, 1893	p	
23	Dahlgren, John B.	23	Private	Mar. 30, 1893	p	
24	Ersin, Harold O.	20	Private	April 1, 1895	p	
25	Faber, Fred N.	33	Private	Aug. 24, 1887	p	
26	Faber, Adonis J.	19	Private	Mar. 3, 1896	p	
27	Greenfield, Clarence	21	Private	May 23, 1893	p	
28	Guy, Huddle	20	Private	May 21, 1895	p	
29	Hammond, D. Byron	20	Private	Mar. 5, 1895	p	
30	Harrington, H. A.	32	Private	June 9, 1890	p	
31	Harrington, Leroy	23	Private	April 27, 1894	p	
32	Hunter, Bazil	19	Private	Mar. 5, 1895	p	
33	Hunter, Forrest	20	Private	Mar. 5, 1895	p	
34	Johnson, August	27	Private	May 23, 1893	p	
35	Jensen, A. C.	25	Private	May 13, 1889	p	
36	Jensen, Mads	20	Private	April 11, 1894	p	
37	Kenniston, Shelby	18	Private	April 2, 1896	p	
38	Kohrt, Herman	24	Private	Mar. 3, 1896	p	
39	Lang, Harvey	19	Private	Mar. 5, 1895	p	
40	Larson, John M.	21	Private	April 1, 1895	p	
41	McClymont, S.	23	Private	Mar. 5, 1895	p	
42	Mason, Hill L.	19	Private	Mar. 5, 1895	p	
43	Merrill, Page W.	21	Private	Nov. 2, 1893	p	
44	Moberg, Nic.	22	Private	Mar. 5, 1895	p	
45	Magson, Thos.	23	Private	April 18, 1891	p	
46	Murphy, James	22	Private	May 23, 1893	p	
47	Norell, Gustav E.	22	Private	April 1, 1895	p	
48	Peck, Willis E.	24	Private	May 23, 1893	a	Furlough.
49	Pomeroy, Ralph	21	Private	Nov. 2, 1893	a	Furlough.
50	Pratt, Leslie	19	Private	Mar. 3, 1896	p	
51	Reem, B. F.	23	Private	Mar. 5, 1895	p	
52	Russell, Frank	24	Private	May 23, 1893	p	
53	Rupprecht, Wm.	22	Private	Mar. 2, 1896	p	
54	Senear, Dan'l.	41	Private	May 21, 1895	p	
55	Shepard, Wm. T.	24	Private	May 23, 1893	p	
56	Smith, Edward	23	Private	May 23, 1893	p	
57	Smith, Guy	21	Private	Mar. 5, 1895	p	
58	Smith, Lester	20	Private	Feb. 11, 1896	p	
59	Sowden, Harry	21	Private	May 20, 1893	p	
60	Stanchfield, Oliver	19	Private	Mar. 3, 1896	p	
61	Strong, Edw. F.	20	Private	Mar. 5, 1895	p	
62	Studley, Chas. E.	23	Private	Mar. 5, 1895	a	Without leave.
63	Swart, Arby	19	Private	Feb. 11, 1896	p	
64	Thompson, Chas. W.	32	Private	Jan. 26, 1892	p	
65	Tigue, Francis	19	Private	Mar. 5, 1895	p	
66	Tronson, Silva	20	Private	April 2, 1896	p	
67	Thomas, Venown	25	Private	Mar. 5, 1895	p	
68	Thomas, Robt.	21	Private	Feb. 11, 1896	p	
69	Thomas, Theo.	18	Private	Feb. 11, 1896	p	
70	Twitchell, Arthur	22	Private	Mar. 1, 1892	a	Furlough.
71	Van Dake, Albert	19	Private	Mar. 5, 1895	p	
72	Vickere, Albeon	21	Private	Mar. 5, 1895	p	
73	Wall, A. A.	31	Private	June 5, 1895	p	
74	Wethern, Geo.	31	Private	June 5, 1888	p	
75	Wethern, Judd	19	Private	Mar. 5, 1895	p	
76	Wethern, John L.	19	Private	Mar. 5, 1895	p	

COMPANY C.

No.	Names.	Age.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Resche, F. E.	30	Captain	Oct. 2, 1888	p	
2	Barness, R. M.	27	First Lieutenant	April 18, 1890	p	
3	Little, Richard.	28	Second Lieutenant	Mar. 11, 1894	p	
4	Reed, D. C.	25	First Sergeant	Mar. 11, 1894	a	Furlough.
5	Coons, A.	23	Second Sergeant	Mar. 11, 1894	p	
6	Josten, Chas. T.	28	Third Sergeant	Mar. 11, 1894	p	
7	Konkle, A. L.	28	First Corporal	April 7, 1894	p	
8	Nelson, O. W.	21	Second Corporal	Mar. 11, 1894	p	
9	Reed, M. H.	20	Third Corporal	April 4, 1894	p	
10	Leonard, Roy J.	18	First Musician	Mar. 14, 1894	p	
11	Hoskins, J. H.	24	Second Musician	Mar. 25, 1896	p	
12	Anderson, H. R.	20	Private	Mar. 11, 1894	p	
13	Bates, T. T.	18	Private	April 24, 1896	p	
14	Black, I.	18	Private	Mar. 25, 1896	p	
15	Carlson, P.	25	Private	Mar. 7, 1894	a	Furlough.
16	Caulkett, W. P.	19	Private	Mar. 25, 1896	a	Furlough.
17	Collins, G. B.	31	Private	Sept. 26, 1894	p	
18	Conlay, A. F.	18	Private	April 15, 1896	p	
19	Cullen, J. N.	23	Private	Mar. 11, 1894	p	
20	Davidson, I.	31	Private	Mar. 11, 1894	a	Furlough.
21	Elish, W. R.	24	Private	July 8, 1894	a	Furlough.
22	Flodin, W. O.	21	Private	April 6, 1894	p	
23	Frame, G. W.	34	Private	April 11, 1894	a	Furlough.
24	Goodrich, Chas.	23	Private	Mar. 11, 1894	p	
25	Halling, C. J.	24	Private	Mar. 11, 1894	p	
26	Hardinger, J. E.	24	Private	June 10, 1895	a	Furlough.
27	Hoffman, C. F.	33	Private	Mar. 11, 1894	p	
28	Inglis, R. H.	23	Private	May 11, 1894	p	
29	Jones, J. T.	21	Private	Mar. 21, 1894	p	
30	Klock, A. S.	20	Private	April 8, 1896	p	
31	Lawrence, J. E.	23	Private	Mar. 28, 1894	p	
32	Lomicuse, C. A.	21	Private	April 4, 1894	p	
33	Lang, R. H.	30	Private	April 11, 1894	p	
34	Lindstrom, C. A.	26	Private	Mar. 11, 1894	p	
35	Lucken, C. L. O.	25	Private	April 15, 1896	p	
36	Magnuson, J.	27	Private	Mar. 11, 1894	p	
37	Morrison, A.	20	Private	May 1, 1895	p	
38	Munsey, E. J.	33	Private	Mar. 11, 1894	p	
39	Nevin, L.	24	Private	Mar. 21, 1894	p	
40	Olson, C. O.	20	Private	April 6, 1894	p	
41	Olson, J. O.	25	Private	May 18, 1894	p	
42	Peckham, W.	18	Private	April 24, 1896	p	
43	Penprase, S. A.	18	Private	April 24, 1896	p	
44	Pierce, W.	37	Private	Mar. 11, 1894	p	
45	Reardon, M. H.	38	Private	June 5, 1895	a	Furlough.
46	Schneider, L.	22	Private	Mar. 11, 1894	p	
47	Silberstein, E. J.	20	Private	Mar. 11, 1894	p	
48	Stewart, K.	29	Private	Mar. 11, 1894	p	
49	Stenberg, O. H.	28	Private	July 8, 1894	p	
50	Stockwell, C. N.	24	Private	Mar. 20, 1895	p	
51	Sliter, W. A.	23	Private	June 6, 1894	p	
52	Thompson, F. B.	21	Private	April 6, 1894	p	
53	Thorsen, A. T.	31	Private	April 4, 1894	a	Furlough.
54	Thorsen, J.	29	Private	April 4, 1894	a	Furlough.
55	Toucey, G. J.	21	Private	Mar. 11, 1894	p	
56	Wait, A. M.	23	Private	April 15, 1896	p	
57	Westaway, H. N.	18	Private	Dec. 4, 1895	p	
58	Werness, O.	18	Private	April 24, 1896	p	
59	Witz, H.	20	Private	April 3, 1895	p	

COMPANY D.

No.	Names.	Age.	Rank.	Date of Enlistment.	para.	Remarks.
1	Person, E. S.	24	Captain	Nov. 9, 1887	p	
2	Kinne, W. W.	37	First Lieutenant	May 16, 1888	p	
3	Erstad, J. A.	32	Second Lieutenant	Nov. 9, 1887	p	
4	Yochem, H. W.	23	First Sergeant	Nov. 21, 1888	p	
5	Eastman, G. W.	27	Sergeant	Jan. 25, 1888	p	
6	Mosher, A. E.	24	Sergeant	Mar. 15, 1893	p	
7	Bonham, C. O.	25	Sergeant	Mar. 1, 1893	p	
8	Hauck, John	22	Corporal	April 9, 1890	p	
9	Yochem, Fred	21	Corporal	April 11, 1891	p	
10	Teich, Herman	23	Corporal	April 25, 1894	p	
11	Stearns, C. G.	19	Musician	Oct. 6, 1893	p	
12	Sigmond, Roy	17	Musician	July 3, 1894	p	
13	Anderson, Herman	24	Private	Nov. 8, 1893	p	
14	Anderson, Sidney	16	Private	Sept. 25, 1895	p	
15	Aml, A. L.	26	Private	Mar. 8, 1893	p	
16	Amanda, Wm.	22	Private	Jan. 23, 1896	a	Without lv.
17	Berman, A. N.	23	Private	July 26, 1895	a	Without lv.
18	Collings, John	23	Private	April 27, 1894	p	
19	Davis, E. F.	21	Private	April 17, 1895	p	
20	Dahlquist, E.	26	Private	April 17, 1895	p	
21	Hemenway, Bert	24	Private	April 22, 1896	p	
22	Hemenway, Chas.	18	Private	May 3, 1895	p	
23	Haugen, L. O.	24	Private	Sept. 7, 1892	p	
24	Hanff, E. P.	24	Private	May 21, 1890	p	
25	Hinz, F. H.	25	Private	Mar. 12, 1890	a	Without leave.
26	Johnson, Iver	19	Private	Mar. 4, 1896	p	
27	Johnson, John	19	Private	Feb. 28, 1894	p	
28	Kolbe, Wm.	26	Private	Feb. 13, 1895	p	
29	Kinvig, Wm.	19	Private	Jan 31, 1894	p	
30	Koppang, Nils	26	Private	Feb. 26, 1896	p	
31	Larson, Lewis	21	Private	July 3, 1894	a	Furlough.
32	Langworthy, R. G.	24	Private	Feb. 13, 1895	a	Furlough.
33	Monson, O. G.	32	Private	April 16, 1890	a	Without leave.
34	Miller, E. F.	21	Private	April 3, 1895	p	
35	Mogreen, A.	28	Private	May 8, 1895	a	Furlough.
36	McHugh, Thos.	35	Private	April 24, 1889	p	
37	Miller, John	21	Private	July 26, 1895	p	
38	Ness, S. P.	25	Private	April 17, 1895	p	
39	Nye, James	17	Private	May 3, 1895	p	
40	Nerhaugen, E.	18	Private	May 10, 1895	p	
41	Olson, O. J.	21	Private	Jan. 27, 1894	a	Furlough.
42	Olson, Norman	18	Private	May 1, 1895	p	
43	Person, C. F.	20	Private	April 17, 1895	p	
44	Paulson, Paul	19	Private	July 26, 1895	p	
45	Powers, M. H.	20	Private	Sept. 25, 1895	p	
46	Robinson, J. A.	41	Private	Feb. 3, 1892	p	
47	Reitmann, B. F.	20	Private	Mar. 6, 1895	p	
48	Stalger, R. J.	27	Private	June 24, 1891	p	
49	Strand, O. K.	22	Private	April 15, 1891	a	Without leave.
50	Severson, A.	22	Private	Oct. 6, 1893	p	
51	Suiter, E.	17	Private	April 17, 1895	p	
52	Schafer, A. S.	20	Private	July 26, 1895	p	
53	Sischo, A. N.	36	Private	Mar. 4, 1896	p	
54	Thomson, Tom	24	Private	Jan. 31, 1894	a	Without leave.
55	Thompson, G.	28	Private	Jan. 8, 1896	p	
56	Whipple, W. M.	20	Private	July 26, 1895	p	
57	Watts, John	24	Private	Mar. 4, 1896	p	
58	Yochem, Frank	17	Private	May 29, 1895	p	

COMPANY E.

No.	Names.	Age	Rank.	Date of Enlistment.	para	Remarks.
1	Clarkson, Worrell.....	25	Captain	Feb. 2, 1892	p	
2	Naylor, Wm. Keith.....	20	First Lieutenant.....	April 10, 1895	p	
3	Baker, Fred L.....	24	Second Lieutenant.....	April 10, 1895	p	
4	Matson, Frank W.....	21	Sergeant	Sept. 27, 1893	p	
5	Ames, George F.....	25	Sergeant	April 10, 1895	p	
6	Eastman, Ralph.....	22	Sergeant	April 10, 1895	p	
7	McNamara, John A.....	19	Sergeant	April 10, 1895	p	
8	Markley, Thos. E.....	18	Sergeant	April 10, 1895	p	
9	Zahm, Albert W.....	23	Corporal	April 10, 1895	a	Without leave.
10	Brunner, John N.....	28	Corporal	April 10, 1895	p	
11	Coykendall, H. G., Jr.....	18	Corporal	April 10, 1895	p	
12	Marsh, Herbert E.....	21	Corporal	April 10, 1895	p	
13	Dockeray, Walter G.....	18	Corporal	April 10, 1895	p	
14	Harris, Jas. D.....	18	Corporal	Mar. 16, 1896	p	
15	Pitts, Joel.....	18	Musician	April 10, 1895	p	
16	Aronson, Andrew.....	27	Private	April 10, 1895	p	
17	Baldwin, Ralph C.....	22	Private	April 10, 1895	p	
18	Bergsten, August N.....	30	Private	April 10, 1895	p	
19	Berguson, Charles E.....	19	Private	April 10, 1895	p	
20	Brown, Charles L.....	18	Private	April 10, 1895	p	
21	Buck, Archie A.....	22	Private	June 10, 1895	a	Without leave.
22	Burghardt, Arthur W.....	18	Private	April 6, 1896	p	
23	Campbell, Edmund.....	18	Private	April 10, 1895	a	Without leave.
24	Cavanagh, Wm. E.....	19	Private	April 10, 1895	p	
25	Coy, Edward G.....	20	Private	Oct. 28, 1895	p	
26	Coykendall, Gustav A.....	22	Private	June 21, 1893	p	
27	Donnelly, Harry L.....	23	Private	April 10, 1895	p	
28	Doyle, Wm. L.....	18	Private	April 14, 1896	a	Without leave.
29	Douglass, Arenton J., Jr.....	21	Private	April 10, 1895	p	
30	Erickson, Alfred G.....	21	Private	April 19, 1895	p	
31	Fargo, Charles R.....	18	Private	Mar. 2, 1896	p	
32	Hamilton, Benjamin.....	18	Private	April 10, 1895	p	
33	Hoyt, Alfred H.....	19	Private	May 6, 1895	p	
34	Halvorsen, John C.....	20	Private	Mar. 12, 1896	p	
35	Jacobson, Arthur M.....	20	Private	June 21, 1893	p	
36	Johnson, John.....	18	Private	April 10, 1895	p	
37	Kain, Milo J.....	21	Private	April 19, 1895	a	Without leave.
38	Kendall, Walter J.....	23	Private	Dec. 23, 1895	p	
39	Larson, Emmett A.....	24	Private	April 19, 1895	p	
40	Larson, Will O.....	18	Private	April 19, 1895	a	Without leave.
41	Linden, Peter A.....	32	Private	April 10, 1895	p	
42	Miller, Herbert E.....	18	Private	April 10, 1895	p	
43	Muldoon, Harry J.....	18	Private	April 10, 1895	p	
44	Mitchell, Wm. B.....	18	Private	April 30, 1896	p	
45	Nelson, Burt E.....	19	Private	April 19, 1895	p	
46	O'Keefe, Timothy C.....	30	Private	May 27, 1895	p	
47	Oakes, Bethuel S.....	18	Private	April 10, 1895	p	
48	Owens, Leo J.....	18	Private	April 13, 1896	p	
49	Perry, Fred E.....	19	Private	April 10, 1895	p	
50	Peterson, Charles.....	21	Private	April 10, 1895	p	
51	Risberg, Hans.....	29	Private	April 10, 1895	p	
52	Schlampf, Jacob.....	19	Private	Mar. 2, 1896	p	
53	Seidenkranz, Paul C.....	22	Private	Nov. 25, 1895	p	
54	Shannahan, Patrick J.....	18	Private	April 10, 1895	a	Ap. for honorable discharge.
55	Smith, Henry L.....	18	Private	April 10, 1895	p	
56	Swanson, Edward A.....	18	Private	April 10, 1895	p	
57	Stroback, Frank.....	24	Private	May 27, 1895	a	Ap. for honorable discharge.
58	Swanson, J. Edward.....	22	Private	May 27, 1895	p	
59	Therien, Benjamin L.....	20	Private	May 23, 1895	p	
60	Wilde, Harry M.....	18	Private	April 10, 1895	a	Without leave.
61	Winterhall, Fred W.....	21	Private	May 6, 1895	p	
62	Wiseman, Albert H.....	19	Private	Jan. 6, 1896	p	
63	Wentura, John N.....	18	Private	Mar. 23, 1896	p	
64	Williamson, John W.....	27	Private	April 10, 1895	a	Without lv.

COMPANY F.

No.	Names.	Age.	Rank.	Date of Enlistment.	pos.	Remarks.
1	Danstrom, Chas. G.	19	Captain	June 4, 1891	p	
2	Field, Peter O.	20	First Lieutenant	Mar. 16, 1892	p	
3	Kalling Harold.	19	Second Lieutenant	May 3, 1890	p	
4	Wessberg, John E.	18	First Sergeant	Oct. 15, 1891	p	
5	Kidder, A.	23	Second Sergeant	May 16, 1889	p	
6	Barenholt, Christ.	22	Third Sergeant	May 4, 1891	p	
7	Colvert, Edward.	18	Fourth Sergeant	Aug. 20, 1891	p	
8	Jensen, Anthony	18	Fifth Sergeant	May 13, 1889	p	
9	Staples, Chas.	18	First Corporal	Mar. 3, 1892	p	
10	Lisle, Ezra	23	Second Corporal	July 29, 1892	p	
11	Hantsman, J. B.	34	Third Corporal	Feb. 22, 1893	n	
12	Shellem, Andrew	18	Fourth Corporal	Sept. 14, 1893	p	
13	Phelps, Arthur	23	Fifth Corporal	April 1, 1896	p	
14	Barbeau, Peter.	18	Sixth Corporal	July 3, 1891	p	
15	Water, Frank.	18	Musician	Feb. 15, 1894	p	
16	Arnston, C. S.	20	Private	Dec. 16, 1891	p	
17	Amadon, Guy.	18	Private	Sept. 7, 1893	p	
18	Austin, Geo.	18	Private	April 5, 1894	p	
19	Burke, Edward.	21	Private	Sept. 28, 1893	p	
20	Beardsley, Sam.	20	Private	Mar. 5, 1895	p	
21	Barbeau, A. C.	21	Private	Mar. 5, 1891	p	
22	Rennett, Vinton.	22	Private	May 1, 1896	p	
23	Bennett, Chas.	21	Private	May 1, 1896	p	
24	Cole, Carl.	18	Private	Mar. 17, 1894	p	
25	Carlson, C. A.	20	Private	Feb. 15, 1894	p	
26	Comstock, Geo.	21	Private	Feb. 10, 1896	p	
27	Doyle, Barney.	25	Private	Aug. 5, 1892	p	
28	Doyle, Hugh.	32	Private	Aug. 11, 1892	p	
29	Everts, Albert.	19	Private	Mar. 17, 1894	p	
30	Elliott, Geo.	20	Private	April 1, 1896	p	
31	Elliott, Allen.	18	Private	April 1, 1896	p	
32	Edwards, Geo.	23	Private	April 1, 1896	p	
33	Field, Axel.	23	Private	May 27, 1895	p	
34	Gore, Will.	23	Private	May 1, 1896	p	
35	Hawes, C. D.	37	Private	Feb. 11, 1892	p	
36	Huntoon, Edw.	19	Private	Mar. 25, 1895	p	
37	Heasley, Wm.	18	Private	April 17, 1895	p	
38	Hurd, Guy.	19	Private	May 27, 1895	p	
39	Henderson, S. J.	18	Private	April 1, 1896	p	
40	Inman, Chas.	18	Private	April 1, 1896	p	
41	Jones, Chas.	20	Private	July 21, 1892	a	Without lv.
42	Jensen, Mads.	18	Private	April 11, 1894	p	Inspected
43	Kidder, Jason.	25	Private	Feb. 5, 1894	p	with Co.
44	Knutson, Mads.	21	Private	April 1, 1896	p	B.
45	Langley, H. A.	21	Private	Feb. 18, 1892	p	Furlough.
46	La Valley, P. H.	28	Private	Mar. 10, 1892	p	
47	La Valley, L. A.	21	Private	April 7, 1892	p	
48	Larson, R. O.	20	Private	Dec. 16, 1891	a	Without lv.
49	Larson, John.	20	Private	April 1, 1896	p	Inspt'd in
50	McKinstry, Geo.	18	Private	June 20, 1891	p	Co. B.
51	Morley William A.	22	Private	Feb. 15, 1894	p	
52	Mason, Chas.	18	Private	Mar. 25, 1894	p	
53	McCullough, Geo.	20	Private	April 17, 1895	p	
54	McNitt, Luther.	26	Private	Mar. 7, 1894	p	
55	Marrow, Vernon.	19	Private	April 1, 1896	p	
56	Miles, Leslie.	28	Private	April 1, 1896	p	
57	Miles, Lester.	23	Private	April 1, 1896	p	
58	Nelson, Hans.	30	Private	July 6, 1890	p	
59	Orr, Theo.	20	Private	Feb. 13, 1893	p	
60	Peterson, Olof.	21	Private	April 1, 1896	p	
61	Peterson, Oscar.	22	Private	April 1, 1893	p	
62	Rector, Sheldon	26	Private	April 1, 1896	p	
63	Rector, Victor.	22	Private	April 1, 1896	p	
64	Stevens, Stanley.	25	Private	June 30, 1892	a	Furlough.
65	Schaacht, Wm.	21	Private	April 5, 1894	p	
66	Swanson, Aug.	27	Private	April 5, 1894	p	
67	Smith, Frank.	18	Private	June 20, 1894	p	
68	Sample, Wm.	18	Private	Mar. 25, 1895	p	
69	Shaffer, Willard.	29	Private	April 1, 1896	p	
70	Tillapaugh, H. J.	23	Private	Feb. 22, 1892	p	
71	Tomhave, John.	20	Private	July 5, 1894	p	
72	Tyete, Geo.	18	Private	April 17, 1895	a	Sick.
73	Traver, John.	40	Private	April 1, 1896	p	
74	Ward, James.	25	Private	June 1, 1895	p	
75	Winter, Will.	23	Private	April 1, 1896	p	
76	Wessberg, C. W.	18	Private	May 1, 1890	p	

COMPANY G.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Reeves, G. H.	33	Captain	Feb. 2, 1892	a	Without leave.
2	Cooke, E. H.	24	First Lieutenant	Oct. 10, 1892	p	
3	Watson, J. T.	27	Second Lieutenant	Jan. 24, 1895	p	
4	Johnson, W. J.	27	First Sergeant	May 7, 1895	p	
5	Pomroy, R. A.	21	Sergeant	Mar. 15, 1894	p	
6	Johns, L. G.	20	Sergeant	July 1, 1894	p	
7	Chapman, W. A.	22	Sergeant	Aug. 16, 1894	p	
8	Prescott	20	Corporal	May 5, 1893	p	
9	Barnard	25	Corporal	April 18, 1895	p	
10	Kent	19	Corporal	Jan. 17, 1895	a	Without leave.
11	Wigdahl	20	Corporal	June 13, 1894	p	
12	Nash	24	Corporal	Mar. 28, 1895	p	
13	Barnes	25	Corporal	Feb. 2, 1892	p	
14	Clipper	16	Musician	Dec. 15, 1892	p	
15	Laughton	17	Musician	Mar. 14, 1895	p	
16	Bull	21	Private	Jan. 10, 1895	a	Without lv
17	Bassett	22	Private	Jan. 17, 1895	a	Without lv.
18	Barnard, S.	22	Private	Jan. 17, 1895	a	Without lv.
19	Best	23	Private	Feb. 21, 1895	a	Without lv.
20	Cash	21	Private	July 5, 1894	p	
21	Campbell, W. H.	20	Private	Jan. 10, 1895	p	
22	Cook, R. M.	20	Private	Jan. 17, 1895	p	
23	Campbell, F. C.	19	Private	Mar. 14, 1895	a	Without leave.
24	Carlson	20	Private	Mar. 7, 1895	p	
25	Clark	19	Private	June 18, 1895	p	
26	Chisholm	21	Private	April 17, 1896	p	
27	Coats	19	Private	April 17, 1896	p	
28	Devohr	20	Private	June 3, 1895	p	
29	Eastman	20	Private	April 21, 1896	p	
30	Farrell	20	Private	Feb. 28, 1895	a	Without leave.
31	Freeman	23	Private	Jan. 30, 1896	p	
32	Griesel	24	Private	Mar. 14, 1895	p	
33	Graham	24	Private	Sept. 1, 1892	a	Without leave.
34	Gibson	27	Private	Jan. 30, 1896	p	
35	Good	18	Private	May 1, 1896	p	
36	Harris	19	Private	Jan. 23, 1896	p	
37	Haines	21	Private	Mar. 27, 1896	p	
38	Jamme	26	Private	July 18, 1895	a	Without leave.
39	Johnson	22	Private	Feb. 13, 1896	p	
40	Kielley	22	Private	April 17, 1896	p	
41	McCormick, W. S.	22	Private	July 18, 1895	p	
42	McCormick, C.	20	Private	April 7, 1896	p	
43	Medley	21	Private	Mar. 7, 1895	p	
44	Miller	21	Private	Jan. 17, 1895	p	
45	McLennon	20	Private	Mar. 27, 1896	p	
46	McDonald	20	Private	April 10, 1896	p	
47	Naughton	20	Private	Mar. 7, 1895	p	
48	Nixon	23	Private	May 13, 1893	p	
49	Neale	22	Private	Feb. 20, 1896	p	
50	Pearce	22	Private	Jan. 25, 1894	p	
51	Porier	20	Private	Mar. 7, 1895	p	
52	Reid	26	Private	July 11, 1895	p	
53	Sloane	25	Private	July 25, 1895	a	Without leave.
54	Smith, Reuben	20	Private	Mar. 14, 1895	p	
55	Sture	30	Private	July 25, 1895	p	
56	Sullivan	21	Private	Mar. 30, 1896	p	
57	Stocking	23	Private	Mar. 30, 1896	p	
58	Thompson	20	Private	Mar. 30, 1896	p	
59	Toucey	19	Private	Mar. 25, 1896	p	
60	Walsh	23	Private	Jan. 10, 1895	p	
61	Whelan, E.	21	Private	Mar. 14, 1895	a	Without leave.
62	Whelan, F.	20	Private	Mar. 14, 1895	p	
63	Williams	21	Private	Feb. 20, 1896	p	
64	Warren	28	Private	Feb. 25, 1896	a	Without leave.
65	Ireland	20	Private	May 7, 1896	p	
66	Smith, Ralph	18	Private	May 8, 1896	p	

COMPANY H.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Holmberg, F. R.	33	Captain	Aug. 17, 1892	p	
2	Salter, C. C.	30	First Lieutenant	Jan. 20, 1894	p	
3	Towner, C. W.	20	Sergeant	Mar. 5, 1894	p	
4	Pelton, F. H.	27	Sergeant	Feb. 24, 1894	p	
5	Gunderson, C.	25	Sergeant	Feb. 8, 1892	p	
6	Filiabault, A. J.	26	Sergeant	Feb. 8, 1892	p	
7	Aune, M.	22	Sergeant	Feb. 8, 1892	p	
8	Riggin, D.	22	Corporal	Jan. 3, 1893	p	
9	Johnson, L.	18	Corporal	June 18, 1892	a	Without
10	Weaver, C. C.	19	Corporal	April 1, 1895	p	leave.
11	Weaver, R.	18	Corporal	Dec. 1, 1895	p	
12	Boyd, J.	18	Corporal	June 8, 1895	a	Without
13	Rix, J. C.	24	Corporal	July 1, 1895	p	leave.
14	Swingle, L.	15	Musician	May 4, 1894	p	
15	Martin, D.	15	Musician	May 11, 1895	p	
16	Anderson, O. O.	25	Private	Dec. 12, 1893	p	
17	Barker, O. J.	20	Private	Sept. 1, 1894	p	
18	Berner, E.	18	Private	June 8, 1895	p	
19	Clippert, G. W.	20	Private	May 10, 1893	p	
20	Crist, F.	27	Private	Oct. 17, 1894	a	Without
21	Cloud, D.	19	Private	May 9, 1895	p	leave.
22	Davis, H.	19	Private	June 5, 1895	p	
23	Eytchinson, G. W.	34	Private	May 10, 1893	p	
24	Faughnan, B.	20	Private	Jan. 31, 1894	p	
25	Flack, J. M.	20	Private	April 1, 1895	p	
26	Fox, W. H.	20	Private	June 10, 1895	p	
27	Goneau, E.	21	Private	Mar. 28, 1894	p	
28	Hanson, P.	28	Private	Mar. 12, 1894	p	
29	Hall, G.	23	Private	June 10, 1895	p	
30	Hulbert, E. S.	22	Private	May 13, 1893	p	
31	Harrison, G.	26	Private	Feb. 8, 1896	p	
32	Habberstad, C.	24	Private	Mar. 10, 1894	p	
33	Knauff, A.	22	Private	May 10, 1893	p	
34	Knowlton, F.	18	Private	June 8, 1895	p	
35	Lovelace, W. A.	29	Private	Feb. 8, 1892	p	
36	Lynch, L. A.	23	Private	May 9, 1895	p	
37	McAskill, F.	27	Private	May 6, 1892	p	
38	McKercher, R. D.	21	Private	Jan. 1, 1896	p	
39	Nelson, N.	36	Private	Feb. 26, 1894	p	
40	Peterson, H.	24	Private	June 5, 1895	p	
41	Riggin, F.	31	Private	Feb. 8, 1892	p	
42	Riggin, M.	40	Private	Feb. 8, 1892	p	
43	Simpson, A.	23	Private	Mar. 12, 1894	p	
44	Studley, G.	20	Private	June 8, 1895	p	
45	Thayer, G.	23	Private	June 5, 1895	p	
46	Towner, G. E.	18	Private	June 5, 1895	p	
47	Viers, C. W.	47	Private	Feb. 8, 1892	a	Without
48	Warner, E.	31	Private	May 6, 1892	p	leave.
49	Wang, S.	24	Private	May 3, 1893	p	
50	Weswig, O.	21	Private	Mar. 15, 1894	p	
51	Wheeler, W.	25	Private	July 5, 1894	p	
52	Woods, F.	18	Private	June 8, 1895	p	
53	Wade, F. H.	24	Private	April 12, 1892	p	
54	Woods, E.	25	Private	April 8, 1896	p	
55	Jander, C. W.	26	Private	May 10, 1896	a	Without lv.
56	Bossonneault, Ed.	20	Private	May 10, 1896	a	Without lv.
57	Lynch, Lyndon	19	Private	May 10, 1893	p	

FIRST BATTALION ARTILLERY.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Libbey, Elias D.....	52	Major	Oct. 3, 1890	p	
2	Lambert, George C.....	28	First Lieut. and Adjutant.	May 21, 1890	p	
3	Olander, Adolph.....	35	First Lieut. and Q. M.....	April 30, 1888	p	
4	Bennett, Harold.....	20	Sergeant Major.....	April 9, 1894	p	
5	Bloom, Wm. D.....	29	A. M. Sergeant.....	July 6, 1896	p	

BATTERY A.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Appleby, Stephen C. M....	27	Captain	Oct. 4, 1895	p	
2	Rooch, Oscar L.....	38	First Lieutenant.....	April 22, 1892	p	
3	Allen, Burton E.....	29	Sergeant	Sept. 6, 1895	p	Veteran.
4	Webber, Jerry.....	38	Sergeant	April 15, 1892	p	
5	Clark, Jno. M.....	26	Sergeant	Feb. 8, 1895	p	
6	Skok, Frank J.....	27	Sergeant	Mar. 6, 1891	p	Veteran.
7	Larson, Henry.....	35	Sergeant	June 15, 1888	p	Veteran.
8	Miller, Edw. A.....	22	Sergeant	April 6, 1894	p	
9	Hughes, A. H.....	22	Corporal	Nov. 2, 1894	a	Without leave.
10	Oliver, Jno. S.....	21	Corporal	Feb. 2, 1894	p	
11	Stanchfield, G. F.....	23	Corporal	Jan. 19, 1894	p	
12	Miller, Harry.....	19	Corporal	Mar. 29, 1895	p	
13	Woelffer, Robt. F.....	31	Corporal	Dec. 20, 1895	p	
14	Keller, Wm.....	23	Corporal	Aug. 24, 1894	p	
15	Groh, R. M.....	37	Trumpeter	Sept. 20, 1887	p	
16	Groh, Arthur.....	24	Trumpeter	Sept. 5, 1895	p	
17	Alberovsky, Louis.....	20	Private	Mar. 20, 1896	p	Veteran, designated Chief Trumpet-
18	Bresnan, M. D.....	29	Private	June 15, 1894	p	
19	Bieber, P. J.....	19	Private	Feb. 8, 1895	a	Without leave.
20	Belden, E. D.....	31	Private	Sept. 5, 1895	p	
21	Best, S. A.....	24	Private	Sept. 20, 1895	p	
22	Beach, C. W.....	24	Private	Dec. 22, 1895	a	Without leave.
23	Bierman, E. H.....	27	Private	April 24, 1896	p	
24	Concannon, T. F.....	21	Private	Sept. 20, 1895	p	
25	Dickman, G. A.....	19	Private	June 7, 1895	p	
26	De Graw, J. B.....	24	Private	Sept. 5, 1895	p	
27	Dwyer, J. J.....	27	Private	Mar. 6, 1896	p	
28	Darmody, W. D.....	23	Private	April 17, 1896	p	
29	Furgeson, W. D.....	20	Private	April 10, 1896	p	
30	Foley, J. H.....	30	Private	April 17, 1896	p	
31	Groh, J. E.....	18	Private	April 25, 1894	p	
32	Hurd, L. V.....	22	Private	July 6, 1894	p	
33	Heintzleman, H. B.....	23	Private	April 20, 1896	a	Without leave.
34	Hanson, H. A.....	19	Private	May 15, 1896	p	
35	Johnson, P. T.....	29	Private	Mar. 13, 1896	p	
36	Klenk, F. J.....	22	Private	Mar. 23, 1894	p	
37	Kinning, G. A.....	19	Private	April 24, 1896	p	
38	Leonard, C. W.....	24	Private	Feb. 10, 1893	p	
39	Longbehn, J. C.....	20	Private	Nov. 8, 1895	p	
40	Lord, E. M.....	24	Private	Feb. 14, 1896	a	Without leave.
41	Lamb, G. W.....	23	Private	Mar. 6, 1896	p	
42	Myos, L. E.....	24	Private	Mar. 29, 1895	p	
43	Moeller, E. A.....	22	Private	Nov. 29, 1895	p	
44	Madigan, F. I.....	24	Private	June 21, 1895	p	
45	Minea, E. C. J.....	21	Private	Nov. 29, 1895	p	
46	May, E. K.....	28	Private	Dec. 13, 1895	p	
47	Madigan, W. W.....	21	Private	Feb. 28, 1896	a	Without leave.
48	Meyers, C. L.....	22	Private	April 24, 1896	p	
49	Noel, E.....	23	Private	April 24, 1894	a	Without lv.
50	Newcomb, B. D.....	21	Private	April 24, 1896	p	Excused;
51	Obst, F. J.....	20	Private	April 10, 1896	p	out of city.
52	Peterson, J. C.....	20	Private	Feb. 8, 1896	p	
53	Phillips, Thos.....	30	Private	April 17, 1896	p	Without leave.
54	Brins, A. J.....	23	Private	April 24, 1896	p	
55	Pitcher, C.....	28	Private	April 24, 1896	a	Without leave.
56	Raymond, G. S.....	20	Private	April 24, 1896	p	
57	Rohl, C. E. M.....	24	Private	April 23, 1896	p	
58	Stoehr, W. C.....	20	Private	Feb. 16, 1894	p	
59	Suthimer, L. P.....	23	Private	Nov. 1, 1895	a	Without leave.
60	Stoehr, F. C.....	23	Private	Nov. 8, 1895	p	
61	Storms, C. A.....	22	Private	Jan. 31, 1896	p	
62	Sweeney, H. E.....	19	Private	Feb. 14, 1896	p	
63	Wilson, E. M.....	20	Private	Mar. 22, 1895	p	
64	West, M. E.....	22	Private	Feb. 28, 1896	p	
65	Zak, J. T.....	29	Private	Dec. 26, 1890	p	Veteran.
66	Zimmerman, G.....	20	Private	Jan. 3, 1896	p	

BATTERY B.

No.	Names.	Age.	Rank.	Date of Enlistment.	p o r a	Remarks.
1	Bennet, Carl C.....	49	Captain	Jan. 25, 1888	p	Veteran.
2	Bruce, Frank P.....	34	First Lieutenant.....	Jan. 25, 1888	p	Veteran.
3	Nelson, Nels P.....	32	Second Lieutenant.....	Sept. 29, 1892	p	
4	Hinzeman, Carl C.....	43	Second Lieutenant Brevet	April 30, 1895	p	
5	Bergholtz, Otto W.....	31	First Sergeant.....	April 30, 1888	p	Veteran.
6	Nord, Bernard P.....	31	Q. M. Sergeant.....	Aug. 29, 1895	p	
7	Lagerstrom, Conrad.....	34	Stable Sergeant.....	Feb. 22, 1894	p	
8	Benson, Chas. A.....	28	First Line Sergeant.....	June 24, 1889	p	Veteran.
9	Hanson, Henry.....	23	Second Line Sergeant.....	June 5, 1890	p	Veteran.
10	Magnuson, Charles O.....	21	Third Line Sergeant.....	Aug. 25, 1892	p	
11	Lund, Larence.....	20	Fourth Line Sergeant.....	Oct. 19, 1893	p	
12	Vanstrom, John N.....	23	First Gunner.....	Feb. 8, 1894	p	
13	Leonard, Harry P.....	20	Second Gunner.....	April 5, 1894	p	
14	Jackson, C. J.....	21	Third Gunner.....	April 7, 1894	p	
15	Birch, H. E.....	21	Fourth Gunner.....	Mar. 23, 1893	p	
16	Dean, John.....	28	First C. Corporal.....	Jan. 25, 1894	p	
17	Steel, C. A.....	20	Second C. Corporal.....	July 26, 1894	p	
18	Merrill, Morton.....	23	Third C. Corporal.....	July 30, 1891	p	
19	Williams, Griffith.....	19	Fourth C. Corporal.....	April 25, 1895	p	
20	Lewis, Fred.....	20	Trumpeter	Mar. 1, 1894	p	
21	Sine, Fred.....	20	Trumpeter	April 25, 1895	p	
22	Anderson, Albert.....	19	Private	April 25, 1895	p	
23	Anderson, Hampden.....	19	Private	April 25, 1895	p	
24	Axness, A. T.....	29	Private	Mar. 28, 1895	p	
25	Berglund, G. E.....	24	Private	April 4, 1895	p	
26	Benson, J. B.....	22	Private	July 24, 1891	p	
27	Bayer, J. R.....	25	Private	April 4, 1895	p	
28	Bergquist, C. O.....	19	Private	Jan. 16, 1896	p	
29	Brown, Harry.....	22	Private	Mar. 30, 1893	p	
30	Christianson, Fred.....	19	Private	Jan. 3, 1895	p	
31	Callander, Alva.....	23	Private	Aug. 20, 1891	p	
32	Carlson, Oscar.....	30	Private	Jan. 25, 1894	p	
33	Donehue, Wm.....	18	Private	Jan. 9, 1896	p	
34	Daniels, C. G.....	22	Private	Feb. 7, 1895	p	
35	Danaher, E. F.....	23	Private	Mar. 28, 1895	p	
36	Dennis, R. P.....	18	Private	Feb. 13, 1896	p	
37	Dahl, A. G.....	23	Private	May 2, 1895	p	
38	Eidlund, Henry.....	23	Private	Mar. 8, 1894	p	
39	Ekstrom, Chas.....	20	Private	Mar. 28, 1894	p	
40	Gauthier, Edward L.....	23	Private	April 25, 1895	p	
41	Gee, Roy.....	19	Private	June 6, 1895	p	
42	Grote, Paul.....	21	Private	Jan. 2, 1896	p	
43	Grau, Joseph W.....	18	Private	Feb. 8, 1894	p	
44	Goodwin, E.....	18	Private	Jan. 9, 1896	p	
45	Gilbert, W. C.....	39	Private	May 2, 1895	p	
46	Hertogs, L.....	19	Private	June 27, 1895	p	
47	Hanson, J.....	27	Private	Jan. 9, 1896	p	
48	Hofften, H.....	20	Private	Dec. 12, 1895	p	
49	Johnson, C. A.....	27	Private	Feb. 8, 1894	p	
50	Kline, Fred.....	21	Private	April 25, 1895	p	
51	Lindskog, John.....	26	Private	April 9, 1894	p	
52	Lockwood, A.....	27	Private	May 9, 1895	p	
53	Lund, F. A.....	24	Private	April 9, 1896	p	
54	Muncy, H.....	21	Private	April 25, 1895	p	
55	Magnuson, E.....	21	Private	April 4, 1895	p	
56	Merrick, T. B.....	19	Private	Aug. 1, 1895	p	
57	Nyland, L.....	19	Private	April 4, 1895	p	
58	Nichols, C. W.....	21	Private	July 1, 1895	p	
59	Olson, O. E.....	24	Private	June 27, 1895	p	
60	Peterson, Gustaf.....	20	Private	Feb. 15, 1894	p	
61	Peterson, P. E.....	21	Private	Nov. 7, 1895	p	
62	Stinkler, Julius W.....	24	Private	April 12, 1889	p	Veteran.
63	Stinson, Wm.....	19	Private	April 25, 1895	p	
64	Swanson, Samuel.....	29	Private	Jan. 25, 1894	p	
65	Swanson, Robert.....	21	Private	Jan. 25, 1894	p	
66	Springstad, Frank.....	23	Private	June 25, 1891	p	
67	Spicer, E.....	19	Private	April 25, 1895	p	
68	Strom, L. G.....	27	Private	July 7, 1892	p	
69	Sine, Chas.....	19	Private	April 25, 1895	p	
70	Taylor, Wm. E.....	18	Private	April 16, 1896	p	
71	Tenney, S. F.....	21	Private	Jan. 2, 1896	p	
72	Wagner, C. F.....	29	Private	April 25, 1895	p	
73	Wallin, Ture J.....	21	Private	June 2, 1892	a	Without lv.

MEDICAL DEPARTMENT.

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Fitzgerald, R. J.....	25	Lieutenant Colonel.....	June 20, 1882	p	
2	McKinstry, H. L.....	49	Major	July 21, 1885	p	
3	Black, Nelson M.....	26	First Lieutenant.....	July 5, 1895	p	
4	McKinstry, R. W.....	22	Sergeant	Nov. 6, 1887	p	

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Clark, T. C.....	43	Major	April 5, 1883	p	
2	Wheaton, R. A.....	32	First Lieutenant.....	April, 1891	p	
3	Hass, C. A.....	27	Serg. and Hospital Stew..	May 1, 1896	p	

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Jacoby, William.....	58	First Lieutenant.....	June 19, 1893		
2	Rowe, William H.....	37	First Lieutenant.....	April 30, 1896		
3	Webber, B. D.....	27	Hospital Steward.....	.....	

No.	Names.	Age.	Rank.	Date of Enlistment.	por a.	Remarks.
1	Coon, George M.....	36	First Lieut. and Surgeon.	Mar. 13, 1895	p	

REPORT OF INSPECTOR OF SMALL ARMS PRACTICE.

Office of Brigade Inspector of Small Arms Practice,
Stillwater, Minn., Sept. 19, 1896.

Adjutant General, State of Minnesota,

Sir: Inclosed I forward to you the report of the inspectors of small arms practice for the First, Second, and Third Infantry; also a consolidated report showing the officers and men entitled to state decorations, up to, and including, the small arms practice at Camp Lakeview during the season of June and July of this year. This does not include any men qualifying upon a home range. That report will be made at the close of the season.

It has been one of the most successful seasons upon the range ever experienced by the national guard of the state. Upon the camp range 412 officers and men qualified for decorations, as follows:

	First Infantry.	Second Infantry.	Third Infantry.
Sharpshooters	52	18	8
Marksmen	115	76	68
First class	35	30	10

Four additional officers of the guard have qualified for the state decorations for Distinguished Riflemen, and their names head the accompanying report.

A large amount of ammunition was expended by the companies on their home range, much of which was purchased by them for use, showing the hold this department has upon the interest of the officers and men.

I would recommend as a further incentive to effort in this department, that a state match be established of teams of each regiment, and from the competitors composing the regimental teams, a state team be selected.

Respectfully, your obedient servant,

ORRIS E. LEE,
I. S. A. P., First Brigade.

MEMBERS OF THE NATIONAL GUARD ENTITLED TO DISTINGUISHED RIFLEMAN'S DECORATION IN THE YEAR 1896.

Maj. F. W. Ames, First Infantry.

First Lieut. W. W. Crawford, Second Infantry.

Second Sergt. O. I. Olson, First Infantry.

Private J. J. Baston, Company A, First Infantry.

SHARPSHOOTERS QUALIFYING 1896.

BRIGADE STAFF.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
O. E. Lee, captain.....	123	48	171

FIRST INFANTRY.

FIELD AND STAFF.

E. G. Falk, first lieutenant.....	131	96	227
T. C. Clark, major.....	128	67	195
F. W. Ames, major.....	126	66	192
Thomas Stratton, sergeant.....	118	56	174

COMPANY A.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
D. L. Fitzgerald, sergeant.....	122	87	209
H. E. Leavitt, private.....	122	58	180
H. D. Lackore, lieutenant.....	120	55	175
L. A. Evans, private.....	124	45	169

COMPANY B.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
J. A. Chant, private.....	124	85	209
A. C. Hempell, sergeant.....	112	74	186
J. W. Carey, corporal.....	116	54	170

COMPANY C.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
T. E. Smith, private.....	125	87	212
W. C. Harris, private.....	122	67	189
W. C. Smiley, sergeant.....	109	75	184

COMPANY D.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
John H. Krch, corporal.....	105	77	182
G. Bacon, private.....	103	73	176
Otto Sobatka, private.....	108	61	169
E. C. Lang, private.....	101	66	167

COMPANY E.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
J. C. Price, private.....	123	83	206
J. A. Collins, corporal.....	117	76	193

COMPANY F.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
W. J. Mathews, private.....	122	77	199
C. N. Clark, sergeant.....	119	75	194
W. H. Hatchee, corporal.....	112	74	186
F. A. Stewart, corporal.....	113	66	179
F. E. Kaaro, private.....	114	64	178

COMPANY G.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
H. Burdley, sergeant.....	126	74	200
W. Jones, private.....	105	84	189
J. Loye, sergeant.....	126	58	184
O. A. Opsal, private.....	116	68	184
E. Neill, private.....	113	64	177
J. Gleason, corporal.....	108	64	172
Theo. Swanson, private.....	121	50	171
H. N. Jones, private.....	116	53	169
C. Burnsen, sergeant.....	119	50	169

COMPANY I.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
O. H. Briggs, private.....	126	82	208
E. A. Dund, private.....	119	85	204
A. Q. Rogers, lieutenant.....	135	64	199
J. H. Briggs, private.....	121	74	195
H. S. Taylor, corporal.....	107	84	191
J. A. Jenkins, private.....	125	65	190
F. T. Corrison, captain.....	130	59	189
H. F. Bedbury, private.....	124	64	188
A. T. Chambers, sergeant.....	116	72	188
J. W. Lee, private.....	108	79	187
E. W. Ainsworth, private.....	117	70	187
C. M. Owens, private.....	115	69	184
R. R. McDermid, corporal.....	108	73	181
F. Robinson, private.....	112	69	181
C. F. Nickels, private.....	127	51	178
J. B. Cook, private.....	102	74	176

COMPANY K

Name and Rank.	Fixed Distance.	Skirmish.	Total.
J. P. Masterman, captain.....	127	60	187
Burlingham, sergeant.....	106	77	183

SECOND INFANTRY.

FIELD AND STAFF.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
W. W. Crawford, first lieutenant.....	118	56	174
Henton, sergeant.....	119	55	174

COMPANY A.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
L. Miller, lieutenant.....	128	53	181
Busher, lieutenant.....	113	60	173
Robert Trusche, sergeant.....	119	55	174
Schiedrick, corporal.....	112	62	174

COMPANY C.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
Quist, sergeant.....	128	62	190
Miller, sergeant.....	108	68	176
Leurts, sergeant.....	127	40	167
Kruir, private.....	103	70	173

COMPANY E.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
S. W. Eucker, corporal.....	105	64	169
Ed. Schrooden, private.....	107	62	169

COMPANY F.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
Roy Vial, lieutenant.....	118	61	179
Page, private.....	110	71	181
C. D. Allen, captain.....	118	61	179
Feeley, sergeant.....	123	68	191

COMPANY G.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
Fairbanks, private.....	105	76	181
Rugg, private.....	109	61	169

COMPANY I.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
C. Larsen, private.....	127	58	183
M. L. Fuller, private.....	118	55	173

COMPANY K.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
M. Linn, private.....	117	57	174

SHARPSHOOTERS, THIRD INFANTRY.

FIELD AND STAFF.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
Jos. E. Dodge, first lieutenant.....	124	44	168

COMPANY B.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
A. E. Pratt, second lieutenant.....	130	48	178
H. A. Harrington, private.....	130	47	177
T. Herrick, sergeant.....	127	48	175
L. Bird, corporal.....	133	36	169
G. E. Geddes, corporal.....	119	48	167

COMPANY C.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
F. E. Resch, captain.....	120	64	184

COMPANY F.

Name and Rank.	Fixed Distance.	Skirmish.	Total.
H. Kalling, second lieutenant.....	119	48	167

MARKSMEN FIRST INFANTRY.

FIELD AND STAFF.

Name and Rank.	Score.	Name and Rank.	Score.
Osk. Oleson, sergeant.....	134	Hass, sergeant.....	100
J. Andrews, lieutenant.....	108	Reeve, colonel.....	98
C. E. Haupt, captain.....	102		

COMPANY A.

W. L. Fruen, private.....	106	Kenniston, sergeant.....	109
W. A. Wright, private.....	95	H. F. Kennedy, private.....	98
W. F. Fruen, private.....	115	C. W. Final, corporal.....	93
F. A. Bates, private.....	114	S. H. Walsh, private.....	92
W. R. Harris, private.....	110		

COMPANY B.

J. C. Strachan, corporal.....	105	C. D. Meloy, priyate.....	110
L. K. Emery, private.....	105	C. E. Diggles, captain.....	99
B. C. Farrell, private.....	100	Valercour, private.....	95
C. H. Carleton, corporal.....	114		

COMPANY C.

E. R. Simons, sergeant.....	99	B. McCue, corporal.....	93
F. C. Robinson, sergeant.....	99	W. W. Luies, private.....	92

COMPANY D.

L. F. Gran, private.....	108	E. W. Ward, private.....	102
F. E. Krembs, corporal.....	107	E. E. Schooley, private.....	99
L. H. Tubising, private.....	112	Ed. Bean, captain.....	99
F. H. Peters, private.....	104	A. H. Riney, private.....	98
W. W. Lang, private.....	104	Merrill, lieutenant.....	98
A. F. C. Tuhomon, private.....	96	G. S. Bookstaver, corporal.....	92
P. Madigan, sergeant.....	93		

COMPANY E.

F. V. Cederblam, sergeant.....	105	G. E. Byrant, private.....	102
R. Braday, private.....	95	O. Hammerback, sergeant.....	94

COMPANY F.

F. L. Vars, private.....	112	J. W. Cook, lieutenant.....	113
C. J. Robedeau, captain.....	116	M. J. Smith, private.....	107
C. F. Cool, private.....	117	J. R. Hewitt, private.....	102
C. L. Stone, sergeant.....	118	J. I. Newhouse, private.....	95
F. A. Clark, corporal.....	105	J. A. Princill, private.....	93
S. Skinner, private.....	109	C. C. Collins, private.....	92
C. G. Baajer, corporal.....	102	J. F. Sorenson, private.....	91
John Cool, private.....	116		

COMPANY G.

C. Burnsen.....	...	I. Severance, sergeant.....	102
O. J. Fladred, private.....	114	Axel Peterson, private.....	105
Thomas Ek, private.....	106	O. Seaback, lieutenant.....	101
Lavegreen, private.....	107	C. Thon, private.....	100
J. Seaback, private.....	106	A. J. Kappel, private.....	101
E. S. Millenger, sergeant.....	99	E. J. Danielson, private.....	96
Geo. Buel, private.....	93	E. Erickson, corporal.....	92
E. Lindburg, private.....	92	W. Johnson, corporal.....	90

COMPANY H.

D. Peterson, private.....	108	F. Santer, private.....	102
J. H. Hardy, lieutenant.....	105	Oscar Oliver, private.....	98
A. Hatton, sergeant.....	107		

COMPANY I.

Name and Rank.	Score.	Name and Rank.	Score.
W. K. Craig, private.....	111	T. W. Powell, private.....	107
F. Bronson, private.....	112	E. R. Hasilton, sergeant.....	101
F. P. Hoy, private.....	113	W. A. Walsh, private.....	98
F. H. Langdon, private.....	102	M. C. McGory, private.....	98
R. Stevens, private.....	113	J. T. Dyer, private.....	97
E. J. Andrews, private.....	116	E. W. Langdon, corporal.....	97
E. G. Jones, private.....	114	R. M. Cale, private.....	97
E. Buffington, private.....	104	J. S. Wilson, private.....	95
A. W. Shaw, private.....	112	A. R. Patterson, private.....	95
J. W. Pruynt, corporal.....	99	H. B. Dyer, corporal.....	94
F. B. Fanning, private.....	110	A. J. McGreggon, private.....	94
W. J. Byrns, sergeant.....	103	A. B. Tripple, corporal.....	93
G. W. Ackard, sergeant.....	101	A. J. Jefferies, private.....	93
J. T. Arthur, private.....	104	C. W. Chartwright, private.....	93
W. B. Evans, private.....	129	R. Birke, private.....	93
E. A. Cook, private.....	119	E. Rowe, private.....	92
H. T. Kennedy, private.....	92	P. W. Smith, private.....	91

COMPANY K.

Millet, corporal.....	98	Shoquist, private.....	94
Arthur, private.....	90		

FIRST CLASS.

COMPANY A.

R. A. Davis, private.....	86	F. T. Wiltburger, sergeant.....	84
M. E. Curtis, sergeant.....	84		

COMPANY B.

Geo. Chant, sergeant.....	88	C. J. Meggison, private.....	88
W. M. Gardener, private.....	84	H. C. Arnes, private.....	84
E. E. McDonald, private.....	81	H. E. Brayden, private.....	78
R. A. Horne, private.....	75		

COMPANY F.

Blumburg, corporal.....	83	C. W. Brandon, corporal.....	79
J. B. Stafford, sergeant.....	78		

COMPANY G.

Geo. Erickson, corporal.....	76	Otto Oleson, private.....	75
H. Pfeifer, private.....	75		

COMPANY H.

P. Mattson, private.....	86	J. Prinzing, private.....	83
P. Prinzing, corporal.....	85	Ed. Oleson, private.....	76

COMPANY I.

H. O. Wheeler, corporal.....	82	G. McMillen, private.....	79
J. C. Palls, private.....	77		

COMPANY K.

Webster, private.....	87	M. Nolen, private.....	77
R. H. Doe, corporal.....	75		

MARKSMEN SECOND INFANTRY.

FIELD AND STAFF.

Name and Rank.	Score.	Name and Rank.	Score.
A. J. LeMay, adjutant.....	114		

COMPANY A.

Stokkarst, musician.....	115	H. C. Schmith, corporal.....	113
A. Wild, sergeant.....	113	Wm. Schmith, corporal.....	105
Fritch, private.....	107	P. Leick, private.....	102
A. Koch, sergeant.....	94	J. Everling, private.....	92
Brutzin, corporal.....	90		

COMPANY B.

Webber, private.....	105	Wm. Peaseley, private.....	104
Simonson, private.....	101	H. Hildeman, private.....	98
H. F. Klemmer, captain.....	95		

COMPANY C.

L. D. Frost, captain.....	123	C. Smith, sergeant.....	112
Pletke, corporal.....	107	Pletke, lieutenant.....	110
Len Gallian, lieutenant.....	113	Rivers, private.....	109
Henze, private.....	108	Runge, corporal.....	98
A. Blaker, corporal.....	104	L. V. Frost, private.....	91
Melvin, private.....	100		

COMPANY D.

Boyce, lieutenant.....	114	Krickbaum, corporal.....	96
Boyce, sergeant.....	107	Pratt, sergeant.....	96
O. Herrick, private.....	106	Bird, private.....	92
Wm. Allen, private.....	103	Bird, sergeant.....	91
R. W. Bixby, private.....	96		

COMPANY E.

Mahoe, sergeant.....	102	L. Gremer, sergeant.....	100
Clure, private.....	100	D. L. Tucker, private.....	93

COMPANY G.

Elmer, private.....	104	W. E. Root, second lieutenant....	113
Christofferson, private.....	98	McCleary, sergeant.....	112
Conley, corporal.....	111	E. R. Rhodes, private.....	110
Cramp, corporal.....	109	Geo. Brogle, sergeant.....	109
J. D. Jones, private.....	108	Ousley, private.....	104
Wm. Jones, private.....	106	Olds, sergeant.....	106
Vial, sergeant.....	102	Bensington, private....	94
Bly, private.....	94	Doomis, private.....	94
W. E. Wiseman, private.....	92		

COMPANY H.

Jens Billington, captain.....	113	Webber, private.....	97
Ferguson, sergeant.....	112	K. Miking, private.....	96
John Kuhn, private.....	107	Geo. Jones, private.....	91
Picket, private.....	107		

COMPANY I.

L. M. Lewis, private.....	110	Alof Pehrson, private.....	95
Clyden Hogden, private.....	100	P. A. Jensen, private.....	90

COMPANY K.

Geo. Hanks, private.....	122	Farrington, sergeant.....	103
A. Hanks, private.....	114	W. Childs, captain.....	100
M. G. Hodgkins, lieutenant.....	107	Kerhowski, private.....	93
Clement, sergeant.....	105	Wm. Lathan, private.....	92
Reynolds, private.....	105		

FIRST CLASS, SECOND INFANTRY.

COMPANY A.

Name and Rank.	Score.	Name and Rank.	Score.
A. Peters, private.....	89	W. Joern, private.....	77
A. Karss, private.....	86	Albert Steinhäuser, captain.....	76
G. Wellner, private.....	79	H. Schleuder, private.....	75
C. Anderson, private.....	79	J. McKittrick, private.....	75

COMPANY B.

Grant Terryll, lieutenant..	87	Daigabel, private.....	79
B. McNeil, private.....	86	Hoffman, corporal.....	77
Brand, corporal.....	82		

COMPANY C.

M. Gingan, private.....	77
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COMPANY D.

States, corporal.....	82	Bullick, private.....	78
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COMPANY E.

C. W. Engles, private.....	89	Ringstrom, private.....	87
E. Crandall, private.....	88	J. Dunn, sergeant.....	79

COMPANY F.

Lyman, corporal.....	84
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COMPANY G.

Petty, private.....	77
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COMPANY H.

Wright, corporal.....	86	Bledall, private.....	76
Lynet, private.....	86	Oluf Olson, private.....	76
Chilcloth, private.....	86	W. H. Baker, private.....	75
Willett, private.....	79		

COMPANY I.

Benj. Frizley, private.....	82
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MARKSMEN, THIRD INFANTRY.

FIELD AND STAFF.

R. L. Winnie, adjutant.....	95	A. B. Cox, first lieutenant.....	90
Peter Brahy, musician.....	104		

COMPANY A.

R. H. Brunner, corporal.....	117	J. R. Helm, private.....	113
Murda Gibson, sergeant.....	112	W. E. Gilkey, private.....	108

COMPANY B.

W. Ringhand, private.....	117	D. Senear, private.....	116
V. Champlin, private.....	115	B. Hunter, private.....	114
A. Swart, private.....	115	R. Campbell, private.....	114
G. Giddings, private.....	112	D. Hammonds, private.....	111
E. F. Bergoron, private.....	111	N. Tedman, private.....	110
A. Johnson, private.....	109	G. Stout, private.....	107
H. Tedman, private.....	106	E. Strong, private.....	106
N. Tedman, private.....	105	S. Tronson, private.....	105
G. D. Bartlett, captain.....	105	F. Hunter, private.....	104
A. Van Dyke, private.....	103	N. Moberg, private.....	100
B. Strong, private.....	100	P. Cleator, private.....	100
Wm. Ruprecht, private.....	98	Geo. Cousins, private.....	98
G. Campbell, private.....	96	W. Bolster, private.....	94
T. Merrill, corporal.....	94	F. Brown, private.....	92
G. Morell, private.....	91	H. L. Nason, private.....	91
L. Pratt, private.....	90	H. Lange, private.....	90

COMPANY C.

Name and Rank.	Score.	Name and Rank.	Score.
R. C. Little, lieutenant.....	120	F. A. Koons, sergeant.....	103
Julius Quade, private.....	101	Geo. Frame, private.....	92
Chas. Olsen, private.....	90		

COMPANY D.

E. Dahlquist, corporal.....	109	H. Teich, corporal.....	108
E. Miller, private.....	90		

COMPANY E.

W. Clarkson, captain.....	107	J. Bruner, corporal.....	101
W. G. Dockery, corporal.....	97	H. G. Cockendall, corporal.....	93

COMPANY F.

A. C. Jensen, sergeant.....	114	Geo. Elliot, private.....	109
G. Hurd, private.....	105	A. Phelps, corporal.....	105
A. E. Westberg, sergeant.....	98	Chas. Inman, private.....	90
A. Elliot, private.....	90		

COMPANY G.

N. Sickles, corporal.....	109	H. Dennis, private.....	103
J. S. Cash, private.....	96		

COMPANY H.

F. R. Holmberg, captain.....	118	H. Peterson, private.....	116
Wm. Wheeler, private.....	114	Frank Rigger, private.....	103
B. Faughman, private.....	98	Fred Pelton, sergeant.....	93
A. J. Filiatrault, sergeant.....	92		

FIRST CLASS, THIRD INFANTRY.

COMPANY B.

Name and Rank.	Score.	Name and Rank.	Score.
C. Tronson, private.....	80		

COMPANY C.

W. L. Pierce, private.....	88	F. Klock, private.....	88
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COMPANY D.

N. Kopping, private.....	87	T. Yochen, private.....	85
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COMPANY E.

T. E. Markley, sergeant.....	87
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COMPANY F.

Peter Knutson, private.....	89
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COMPANY G.

P. V. Eastman, private.....	87	R. A. Romeroy, sergeant.....	84
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COMPANY H.

Frank Christ, private.....	84
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REPORTS OF REGIMENTAL COMMANDERS.

Headquarters First Regiment, N. G. S. M.,
Minneapolis, Minn., Aug. 1, 1896.

Adjutant General, State of Minnesota,

Sir: Pursuant to General Orders No. 6, current series, adjutant general's office, this regiment entered camp at Lake City, July 16th, and remained until the afternoon of July 23d.

The attendance was good, and the entire command seemed to feel the necessity of improving to the utmost the time at their disposal for work.

Particular attention was paid to guard duty and work on the range. A larger number of sharpshooters and marksmen were qualified than ever before, and the record of Company I stands at the head of any record in the national guard of the United States, being sixteen sharpshooters, thirty-four marksmen, and three first-class men.

Great benefit was derived from the presence of the Third United States Infantry, whose commanding officer, Colonel Page, kindly timed the drills and ceremonies of his regiment so as to allow the most favorable opportunity for the members of this regiment to witness the same.

The camp was visited by his excellency, the commander-in-chief, the adjutant general of the state, and the brigade commander, to all of whom the proper military courtesies were shown.

Respectfully yours,

C. McC. REEVE,
Colonel First Infantry, N. G. S. M.

Headquarters Second Regiment, N. G. S. M.,
St. Paul, Aug. 14, 1896.

The Adjutant General State of Minnesota, St. Paul, Minn.,

Sir: Pursuant to General Order No. 6, current series, headquarters National Guard, State of Minnesota, I have the honor to report that this command went into camp for instruction at Camp Lakeview, Tuesday, July 7th. The regiment was in camp before noon, and work was taken up at once according to General Orders No. 10, herewith inclosed.

The command was, as usual, handicapped by a large number of officers, non-commissioned officers, and men who had never been in camp, and had everything to learn. The weather was pleasant, and nothing occurred to interfere with the work, hence much improvement was shown in all duties. The command took up the new manual of arms and made rapid progress, considering that none of the officers or men had seen it before arriving at camp. Guard duty was performed somewhat better than in previous encampments, but there is room for still greater improvement in this very important branch of a soldier's duty. The greatest improvement was shown on the rifle range, more interest being taken and the results achieved being correspondingly better. This was largely owing to the energetic and intelligent work of Lieut. W. W. Crawford, the inspector of small arms practice.

The regiment was reviewed by his excellency, the commander-in-chief, the adjutant general, and Gen. W. B. Bend, commanding the First Brigade. In the governor's review the Third Infantry, United States Army, Colonel Page commanding, acted with the state troops. In the other reviews the battalion of artillery, Major Libbey commanding, acted with the regiment. The presence of the United States troops and the battalion of artillery added materially to the success of the encampment.

The regiment was subsisted by contract, which was satisfactory as to price; but much fault was found with the food and the manner it was served. I would not recommend a continuance of the system, but would return to the method in force formerly, except that all supplies be ordered by the commissary department, so that the substance of the companies would be uniform.

The attendance was fairly good, the average number of officers and men present being 433, being a percentage of 66.1 of the strength of the regiment. Company A's percentage was 82.6, being the largest, and Company E's 52.8, being the smallest.

Military courtesy was well observed. The encampment as a whole was a success, but would have been much more beneficial were it longer. In closing this report I would respectfully recommend that in the future the decorations for sharpshooters and marksmen be awarded to those entitled to them at the close of the encampment.

Very respectfully submitted,

JOS. BOBLETER,
Colonel Second Infantry, N. G. S. M.

Headquarters Third Regiment, Minnesota National Guard,
St. Paul, Minn., July 30, 1896.

To the Adjutant General, State of Minnesota,

Sir: I have the honor to report, that, pursuant to General Orders No. 6, current series, this regiment encamped at Lakeview June 23d to 30th, inclusive.

The attendance was good, being 67.8 per cent of the entire strength of the regiment. Instruction was principally in grand guard, outpost, camp guard duty, and field maneuvers.

On Sunday, June 28th, the regiment was formed, equipped only with arms, haversacks, and canteens, provided with one ration for each man, and proceeded on a practice march to Rest Island, a distance of about four miles. This distance was covered in one hour and twenty minutes, including a rest of ten minutes. After a rest of one hour and forty-five minutes at the island, returned to camp, making eight miles.

The weather during the eight days was cool, and every advantage of it was taken for improvement by the officers and men, all of whom deserve credit for the interest taken in their work.

I have made two requests of the medical department for a detailed report of the sick, but have been unable to obtain it. A daily report from that department should be furnished the regimental commander, and I would recommend that such be provided for in the future. The method of messing the regiment by contract was a success after the first two days; during that time the number of waiters and other help was insufficient and caused delay, which interfered somewhat with the duties of the camp, but additional help was employed at once, and after that it was satisfactory.

Very respectfully,

J. C. SHANDREW,
Colonel Commanding Third Infantry.

Headquarters First Battalion Artillery, N. G. S. M.,
St. Paul, Minn., Aug. 3, 1896.

Adjutant General, State of Minnesota,

Sir: The First Battalion of Artillery went into camp at Lakeview for instruction, in compliance with General Orders No. 6, adjutant general's office.

Realizing the practical benefits to be derived from a tour of active service, and with a view of making a good use of the limited time allowed it, the battalion started from the Twin Cities in the afternoon of July 6th, arriving at the camp grounds at 5 p. m. of that day. Routine duties were at once commenced and continued throughout the encampment.

The attendance at camp was better than at any previous year, owing to the untiring efforts of the battery commanders. Discipline was excellent.

The health of the battalion was generally good, and the temperature fairly moderate.

Notwithstanding the obsolete pattern of the pieces, target practice was very satisfactory. The new galling gun proved a valuable acquisition to the armament of the battalion, and officers and men developed great efficiency in handling it.

During the encampment the battalion was reviewed by Governor Clough, General Muehlberg, and General Bend. On July 9th it was inspected by Capt. A. B. Johnson, Fourteenth United States Infantry, whose aid and advice contributed much to the success of the encampment.

The many courtesies extended to me by Colonels Page and Bobleter and the officers of their regiments are greatly appreciated.

The joint field maneuvers of the First Battalion of Artillery with the Second Regiment of Infantry, executed during the encampment, were highly instructive to both officers and men, and the satisfactory results derived therefrom lead me to favor their continuance in future encampments.

On Tuesday, July 14th, the battalion struck tents, and at 2 p. m. loaded on railroad platform at the grounds, reaching the cities at five o'clock the evening of same day. Thanks to perfect arrangements of Captain Hart, no delay was met with, either going to or returning from camp.

Respectfully submitted,

E. D. LIBBEY,
Major Commanding First Battalion of Artillery.

REPORT OF MEDICAL CORPS.

Medical Department, N. G. S. M.,
Sept. 24, 1896.

Adjutant General, N. G. S. M., St. Paul, Minn.,

Sir: Inclosed please find report of the medical corps for the encampment of 1896, as forwarded to me by our medical director, Col. R. J. Fitz Gerald.

Respectfully,

J. J. FULTON,
Surgeon General.

Medical Department, N. G. S. M.,
Minneapolis, Minn., Sept. 1, 1896.

Surgeon General, N. G. S. M.,

Sir: In accordance with the usual custom, I have the honor to transmit herewith my report for camps of instruction of the several regiments of infantry and battalion of artillery of the guard of this state, held at Camp Lakeview, Lake City, Minn., June 23 to July 23, 1896, inclusive.

The camp, its location, its water supply, and the general sanitary condition being the same as the camp for 1895, it will be needless to review them, the exception being the removal of the south mess house about one hundred feet to the south, making more space for the camp, thus adding to its beauty and healthfulness.

Camp was daily inspected by a medical officer with a view of keeping up the sanitary standing.

In most of the camps the sanitary conditions were good, and, with single exception of the faulty garbage receptacles, I might say, perfect. I cannot find words fittingly strong to condemn the present system of placing the garbage and slops from the kitchen into faulty barrels in close proximity to the pumps. The same might be said of the privies.

The privies are perfect models of neatness and fill the requirements. The objection raised is its near location to the pump on the north side of the camp; and the filthy habit of some of the soldiers of contaminating the surface soil adjacent to them, after dark, making a dangerous nuisance, and one that should be prohibited if possible.

Policing of the various camps was equal to the standard; an improvement over past years. At breaking camp the grounds were left in good shape and free from the usual assortment of bottles, papers, etc.

A regular detail from this department was on duty daily, with horses harnessed to the ambulance, ready to move at an instant's notice, from 6 a. m. to p. m.

The ambulance, with a full complement of litter bearers, attended all ceremonies and maneuvers of the troops.

There was a member of the corps present during range work, at the firing point, and, as an extra precaution, telephonic communication was established between the range and hospital.

A detail of two men from each company was made for each camp, which composed the ambulance and hospital corps. They were daily instructed in first aid to the wounded, litter and ambulance drill.

The brigade was this year subsisted by contract. I took special pains to look into this experiment carefully, visiting the kitchen and messes at various times of day and during all the camps.

The food was wholesome, of good quality, in most instances well cooked, and for the price, good.

The kitchens were uniformly clean; the principal objection being insufficient help and at times poor service.

I am in favor of this system, but would much prefer to have it under the direct control of the commissary department of the guard.

Mr. Lane, the contractor, did the best he could. He was hampered by many complications over which he had no control, and I firmly believe that he conscientiously made every effort to not only live up to the stipulations of the contract, but extended many favors to the men and officers.

The detail for camp was as follows:

For the Third Regiment—Maj. H. L. McKinstry, Lieut. C. E. Dutton, Lieut. Alex. Forin; hospital steward, W. R. McKinstry.

For the Second Regiment—Maj. A. W. Allen, Lieut. Wm. Jacoby, Lieut. W. H. Rowe; hospital steward, O. M. Smith (absent).

For the Battalion of Artillery—Lieut. Geo. M. Coon.

For the First Regiment—Maj. Thos. C. Clark, Lieut. Robert Wheaton, Lieut. N. M. Black; hospital steward, C. A. Haas.

Owing to the unavoidable absence of Lieutenants C. E. Dutton and Alex. Forin with the Third Regiment, Lieut. Col. R. J. Fitzgerald and Lieut. N. M. Black were ordered to supply the vacancies.

Major Allen was unable to fill his detail, and Dr. Wm. Jacoby, senior assistant surgeon of detail for the Second Regiment, was placed in charge, and Lieut. N. M. Black ordered to fill vacancy.

The following will show the number reported for treatment:

	Medical.	Surgical.	Total.
First Regiment.....	314	37	351
Second Regiment.....	111	19	130
Third Regiment.....	102	10	112
First Battalion Artillery.....	29	8	37
Total	556	74	630

The surgical cases were minor in nature. Much of the sickness was due to the injudicious use of cold drinks and the cold nights, especially during the First Regiment camp.

I am still of the opinion that our water supply is faulty, the only relief being driving of an artesian well of sufficient depth to insure perfect purity and quantity.

A morning sick report was made daily to the commanding officers.

The guard are very much in need of a modern bath house. The south mess house should be moved at least one hundred feet south of its present location.

Large iron receptacles with suitable covers should be furnished for garbage.

The following will show the reading of the thermometer:

1896.	7 a. m.	2 p. m.	9 p. m.
June 23.....	00	80	71
June 24.....	68	80	74
June 25.....	67	76	74
June 26.....	70	78	72
June 27.....	72	82	74
June 28.....	71	80	73
June 29.....	69	80	68
July 7.....	55	77	61
July 8.....	61	79	64
July 9.....	64	80	67
July 10.....	67	85	72
July 11.....	70	88	78
July 12.....	76	92	81
July 13.....	71	79	72
July 14.....	73	91	77
July 16.....	55	73	61
July 17.....	59	77	67
July 18.....	66	85	66
July 19.....	65	83	74
July 20.....	63	78	63
July 21.....	64	69	69
July 22.....	60	72	60
July 23.....	58	64	..

In conclusion, I wish to thank Adj. Gen. Herman Muehlberg, Surgeon General John F. Fulton, Capt. W. H. Hart, and the officers of the guard for the many courtesies extended, and, also, members of the medical department for their strong coöperation and support.

Respectfully,

R. J. FITZ GERALD,
Medical Director, N. G. S. M.

CHANGES IN THE GUARD.

The following changes have taken place in the military forces of the state during the period from Aug. 1, 1894, to July 31, 1896:

COMMISSIONED.

Brigade Staff—

Orris E. Lee, captain and I. S. A. P.....	Jan. 17, 1895
M. S. Mead, captain and commissary.....	Jan. 28, 1895

First Infantry—

Fred W. Ames, captain, Company A.....	Aug. 13, 1894
C. R. Trowbridge, first lieutenant, Company E.....	Oct. 2, 1894
C. J. Robedeau, first lieutenant, Company F.....	Nov. 16, 1894
J. W. Cook, second lieutenant, Company F.....	Nov. 16, 1894
F. W. Ames, major.....	Mar. 16, 1895
N. C. Robinson, captain, Company C.....	Feb. 11, 1895
W. M. Perkins, first lieutenant, Company C.....	Feb. 11, 1895
C. G. Bunker, second lieutenant, Company C.....	Feb. 11, 1895
J. P. Masterman, captain, Company K.....	Dec. 13, 1895
E. M. Conrad, first lieutenant, Company K.....	Dec. 13, 1895
J. J. Walsh, second lieutenant, Company K.....	Dec. 13, 1895
H. E. Minty, captain, Company A.....	Mar. 25, 1895
Eugene Hanscom, first lieutenant, Company A.....	Mar. 25, 1895
H. D. Larkore, second lieutenant, Company A.....	Mar. 25, 1895
F. T. Corriston, captain, Company I.....	Mar. 27, 1895
C. W. Cartwright, first lieutenant, Company I.....	Mar. 27, 1895
J. C. Andrews, second lieutenant, Company I.....	May 22, 1895
C. J. Robedeau, captain, Company F.....	May 24, 1895
J. W. Cook, first lieutenant, Company F.....	May 24, 1895
T. B. Rowley, first lieutenant, Company B.....	Aug. 20, 1895
H. L. Keiler, second lieutenant, Company B.....	Aug. 20, 1895
W. A. Carleton, second lieutenant, Company F.....	Oct. 5, 1895
Roy Pearse, first lieutenant, Company A.....	Dec. 2, 1895
A. W. Bjornstad, second lieutenant, Company H.....	Mar. 4, 1896
W. S. McWade, captain, Company A.....	Mar. 23, 1896
C. T. Spear, captain, Company E.....	April 7, 1896
C. A. Clark, first lieutenant, Company E.....	April 7, 1896
J. C. Andrews, first lieutenant, Company I.....	June 10, 1896
A. Q. Rogers, second lieutenant, Company I.....	June 10, 1896
A. Q. Rogers, first lieutenant, Company I.....	July 11, 1896
J. C. Andrews, adjutant.....	July 6, 1896

Second Infantry—

James M. Tucker, captain, Company E.....	Aug. 4, 1894
Myron F. Boice, first lieutenant, Company E.....	Aug. 4, 1894
Carl B. Erickson, second lieutenant, Company E.....	Aug. 4, 1894
A. E. Ransom, captain, Company I.....	Jan. 30, 1895
C. S. Edwards, first lieutenant, Company I.....	Jan. 30, 1895
S. O. Simonson, second lieutenant, Company I.....	Jan. 30, 1895
Grant Tyrrell, second lieutenant, Company B.....	Oct. 8, 1894
Geo. S. Whitney, major.....	April 10, 1895
Frank Klemer, captain, Company B.....	May 20, 1895
U. S. G. Tyrrell, first lieutenant, Company B.....	May 20, 1895
O. H. Blake, second lieutenant, Company B.....	May 20, 1895
J. Billington, captain, Company H.....	June 21, 1895
J. S. Frink, first lieutenant, Company H.....	June 21, 1895
C. R. Henton, second lieutenant, Company H.....	June 21, 1895
Geo. Suter, second lieutenant, Company D.....	June 7, 1895

R. A. Everett, captain, Company D.....	Dec. 27, 1895
W. A. Morin, captain, Company I.....	Jan. 8, 1896
G. W. Teeter, first lieutenant, Company D.....	April 10, 1896
J. E. Detwiler, second lieutenant, Company G.....	Mar. 27, 1896
W. W. Crawford, first lieutenant and I. S. A. P.....	June 6, 1896
I. J. Boyce, second lieutenant, Company D.....	April 20, 1896
C. R. Henton, first lieutenant, Company H.....	June 20, 1896
P. D. Kniss, second lieutenant, Company H.....	June 20, 1896

Third Infantry—

C. H. Stearns, commissary and first lieutenant.....	May 4, 1894
Chester McKusick, judge advocate and first lieutenant.....	Nov. 10, 1894
Jos. Dodge, first lieutenant and I. S. A. P.....	April 30, 1894
W. Clarkson, captain, Company E.....	April 10, 1894
W. K. Naylor, first lieutenant, Company E.....	April 12, 1894
F. L. Baker, second lieutenant, Company E.....	April 12, 1894
Robert L. Winne, first lieutenant and adjutant.....	May 14, 1895
C. I. Cook, first lieutenant and quartermaster.....	May 14, 1895
C. A. Van Duzee, major.....	April 8, 1895
R. G. Staples, first lieutenant, Company B.....	May 24, 1895
W. E. McGlaulin, second lieutenant, Company B.....	May 24, 1895
C. G. Danstrom, captain, Company F.....	June 14, 1895
P. O. Field, first lieutenant, Company F.....	June 14, 1895
H. Kalling, second lieutenant, Company F.....	June 14, 1895
E. J. Wilkinson, second lieutenant, Company H.....	May 22, 1895
N. Sickles, second lieutenant, Company G.....	July 11, 1895
F. H. Bidwell, major.....	Dec. 9, 1895
H. V. Eva, captain, Company A.....	Jan. 28, 1896
N. F. Richardson, second lieutenant, Company A.....	Jan. 28, 1896
A. F. Pratt, second lieutenant, Company B.....	Feb. 4, 1896
J. F. Watson, Jr., second lieutenant, Company G.....	Mar. 26, 1896
C. W. Towner, second lieutenant, Company H.....	April 15, 1896
C. W. Nutting, first lieutenant and quartermaster.....	June 13, 1896
A. B. Coxe, first lieutenant and judge advocate.....	June 18, 1896
W. B. Magin, first lieutenant, Company A.....	June 2, 1896
E. H. Cooke, captain, Company G.....	June 6, 1896

First Battalion Artillery—

Geo. M. Coon, first lieutenant and assistant surgeon.....	Mar. 13, 1895
O. L. Rooch, first lieutenant, Battery A.....	Sept. 6, 1895
J. G. Wallace, second lieutenant, Battery A.....	Sept. 6, 1895
Stephan M. Appleby, captain, Battery A.....	Oct. 4, 1895
Henry Larson, second lieutenant, Battery A.....	April 27, 1896

Medical Corps—

R. J. Fitz Gerald, lieutenant colonel and medical director.....	Mar. 21, 1895
T. C. Clark, major and surgeon.....	Mar. 21, 1895

RESIGNATIONS.

Brigade Staff—

Chas. S. Williams, captain and I. S. A. P.....	Jan. 8, 1895
D. W. Knowlton, captain and assistant inspector general.....	June 1, 1896
John W. Delano, commissary.....	Sept. 7, 1894

First Infantry—

N. C. Darrow, captain, Company A.....	Aug. 4, 1894
W. A. Clark, first lieutenant, Company F.....	Oct. 13, 1894
B. W. Rising, captain, Company C.....	Jan. 30, 1895
W. B. Tomlinson, captain, Company I.....	Mar. 26, 1895
S. H. Vowell, captain, Company I.....	May 16, 1895
Geo. M. Gage, second lieutenant, Company I.....	May 15, 1895
Eugene Hanscom, first lieutenant, Company A.....	July 6, 1895
A. L. Johnson, first lieutenant, Company B.....	Aug. 5, 1895
Geo. T. Daly, second lieutenant, Company H.....	Feb. 25, 1896
H. E. Minty, captain, Company A.....	Mar. 10, 1896
Henry Berk, captain, Company E.....	Mar. 9, 1896
W. G. Bronson, lieutenant colonel.....	June 20, 1896
C. W. Cartwright, first lieutenant, Company I.....	June 6, 1896
W. B. Palmer, first lieutenant and adjutant.....	July 3, 1896

Second Infantry—

Egbert Otis, captain, Company F.....	Mar. 11, 1895
R. A. Everett, second lieutenant, Company D.....	May 27, 1895
Philo Hawes, captain, Company H.....	June 10, 1895
E. B. Shanks, captain, Company D.....	Nov. 15, 1895
W. G. Brown, first lieutenant, Company D.....	Nov. 9, 1895
Jos. R. Smith, first lieutenant and I. S. A. P.....	Dec. 11, 1895
A. E. Ranson, captain, Company I.....	Dec. 26, 1895
Geo. A. Suter, second lieutenant, Company D.....	Mar. 24, 1896
J. S. Frink, first lieutenant, Company H.....	Mar. 23, 1896

Third Infantry—

Peter Rowan, second lieutenant, Company H.....	Nov. 15, 1894
H. P. Smith, second lieutenant, Company G.....	May 16, 1895
Chas. W. McKay, captain, Company F.....	June 13, 1895
H. C. Braden, major.....	Nov. 23, 1895
W. E. McGlauffin, second lieutenant, Company B.....	Jan. 28, 1896
Nelson Sickles, second lieutenant, Company G.....	Mar. 17, 1896
E. J. Wilkinson, second lieutenant, Company H.....	Mar. 29, 1896
J. C. Quade, first lieutenant, Company A.....	May 27, 1896
C. S. Cook, first lieutenant and quartermaster.....	June 12, 1896
Chester McKusick, first lieutenant and judge advocate	June 15, 1896

First Battalion Artillery—

W. J. Murphy, captain, Battery A.....	June 4, 1895
B. E. Allen, second lieutenant, Battery A.....	Aug. 19, 1895
J. G. Wallace, second lieutenant, Battery A.....	April 2, 1896

Medical Corps—

C. M. Skinner, lieutenant and assistant surgeon.....	April 30, 1896
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DISCHARGED FOR GOOD OF THE SERVICE.

First Infantry—

J. G. Johnson, private, Company F.....	Oct. 1, 1894
L. H. Priest, private, Company F.....	Oct. 1, 1894
Chas. Smith, private, Company F.....	Oct. 1, 1894
Geo. T. Biggs, private, Company C.....	Oct. 31, 1894
A. Pratt, private, Company F.....	Oct. 31, 1894
Bruno Schubert, private, Company F.....	Oct. 31, 1894
W. R. Priest, private, Company F.....	Oct. 31, 1894
N. H. Cavan, private, Company A.....	Nov. 30, 1894
F. H. Watson, private, Company C.....	Nov. 30, 1894
D. F. McCarthy, private, Company C.....	Nov. 30, 1894
P. A. Holm, private, Company I.....	Nov. 30, 1894
Geo. E. Roche, private, Company D.....	Nov. 30, 1894
Elmer E. Fields, private, Company A.....	Dec. 31, 1894
Julius Mittmer, private, Company B.....	Jan. 31, 1895
Wm. Sullivan, private, Company B.....	Feb. 28, 1895
D. E. Edwards, private, Company B.....	Feb. 28, 1895
H. S. Goldblum, private, Company I.....	Feb. 28, 1895
E. E. Johnson, private, Company F.....	Feb. 28, 1895
Andrew Rahn, private, Company F.....	Feb. 28, 1895
Calvin C. Barber, private, Company I.....	Feb. 28, 1895
Fred Thompson, private, Company I.....	Feb. 28, 1895
Harry E. Heathcote, private, Company E.....	Mar. 31, 1895
Sam Beckowitz, private, Company I.....	Mar. 31, 1895
C. S. Soares, private, Company A.....	April 30, 1895
C. J. Smith, private, Company K.....	April 30, 1895
B. B. Stewart, private, Company B.....	April 30, 1895
Wm. S. London, private, Company I.....	May 31, 1895
William Dahlstrom, private, Company G.....	May 31, 1895
Chas. O. Pitcher, musician, Company G.....	May 31, 1895
J. R. Richardson, private, Company A.....	July 1, 1895
W. I. Nolan, private, Company A.....	July 1, 1895

R. N. Haines, private, Company A.....	July 1, 1895
Andrew Larson, private, Company F.....	July 31, 1895
Chas. Lambie, private, Company F.....	July 31, 1895
F. M. Gunn, private, Company F.....	Sept. 30, 1895
C. F. Gilbert, private, Company F.....	Sept. 30, 1895
H. W. Reebe, private, Company F.....	Sept. 30, 1895
H. E. Merrill, private, Company F.....	Sept. 30, 1895
C. L. Ross, private, Company F.....	Sept. 30, 1895
K. L. Ross, private, Company F.....	Sept. 30, 1895
H. C. Ferguson, private, Company K.....	Sept. 30, 1895
A. F. Perrington, private, Company K.....	Sept. 30, 1895
G. S. Rhodes, private, Company K.....	Sept. 30, 1895
J. S. Parmeter, private, Company C.....	Nov. 30, 1895
Tom Oliver, private, Company F.....	Nov. 30, 1895
J. J. Furguson, private, Company F.....	Nov. 30, 1895
A. C. Berglund, private, Company I.....	Nov. 30, 1895
W. D. Whiteman, private, Company I.....	Nov. 30, 1895
R. R. Riebeck, private, Company I.....	Nov. 30, 1895
L. L. Olmstead, private, Company A.....	Jan. 31, 1896
W. F. Robertson, private, Company B.....	Jan. 31, 1896
J. A. Ryder, private, Company F.....	Jan. 31, 1896
W. M. Adrian, private, Company B.....	Feb. 29, 1896
H. R. David, private, Company B.....	Feb. 29, 1896
H. F. Heiple, private, Company B.....	Feb. 29, 1896
H. F. Thompson, private, Company B.....	Feb. 29, 1896
R. A. Irlan, private, Company C.....	Feb. 29, 1896
Albert Higgins, private, Company B.....	Dec. 31, 1895
H. G. McCall, private, Company I.....	Dec. 31, 1895
J. C. Van Hul, private, Company C.....	Mar. 31, 1896
J. N. Wood, private, Company C.....	Mar. 31, 1896
Geo. S. Bircher, private, Company E.....	Mar. 31, 1896
J. F. Flanagan, private, Company E.....	Mar. 31, 1896
J. R. LaValle, private, Company E.....	Mar. 31, 1896
B. E. Setterlof, private, Company E.....	Mar. 31, 1896
Peter Anderson, private, Company E.....	Mar. 31, 1896
John Maas, private, Company E.....	Mar. 31, 1896
J. J. Fischer, private, Company E.....	Mar. 31, 1896
C. H. Smith, private, Company F.....	Mar. 31, 1896
F. M. Callan, private, Company H.....	Mar. 31, 1896
F. R. Trossen, private, Company H.....	Mar. 31, 1896
R. S. Stevens, private, Company B.....	April 30, 1896
R. A. Dorsey, private, Company C.....	April 30, 1896
H. N. Bawen, private, Company E.....	April 30, 1896
Thos. J. Solsman, private, Company A.....	May 31, 1896
W. J. Bakeman, private, Company A.....	May 31, 1896
A. E. Mollan, private, Company F.....	May 31, 1896
O. Flaskard, private, Company F.....	May 31, 1896
W. E. Lampier, private, Company E.....	June 30, 1896
G. H. Coykendall, private, Company F.....	June 30, 1896
Phil K. Hamilton, private, Company A.....	July 31, 1896
W. R. Barse, private, Company A.....	July 31, 1896
Harry Monis, private, Company F.....	July 31, 1896

Second Infantry—

Harvey Warren, private, Company C.....	Oct. 31, 1894
L. Nerby, private, Company C.....	Oct. 31, 1894
S. Atmore, private, Company C.....	Oct. 31, 1894
B. M. Muntz, private, Company C.....	Oct. 31, 1894
Fred Dangers, private, Company A.....	Jan. 31, 1895
Hermann Heintz, private, Company A.....	Jan. 31, 1895
Jos. A. Henle, private, Company A.....	Jan. 31, 1895
John Karl, private, Company A.....	Jan. 31, 1895
John Wartha, private, Company A.....	Jan. 31, 1895
W. P. Close, private, Company B.....	Jan. 31, 1895
E. L. Heath, private, Company B.....	Jan. 31, 1895

Ole Ellanson, private, Company A.....	April 30, 1895
Theo. F. Stewart, private, Company B.....	April 30, 1895
G. Grandsinger, private, Company H.....	April 30, 1895
F. N. Robinson, private, Company H.....	April 30, 1895
David Clegg, private, Company H.....	April 30, 1895
M. Deveny, corporal, Company K.....	April 30, 1895
T. H. Murray, private, Company K.....	April 30, 1895
Harry Farnsworth, private, Company D.....	July 1, 1895
Thomas Byrnes, private, Company E.....	July 1, 1895
John Muhs, private, Company A.....	Nov. 30, 1895
Herman Nun, private, Company A.....	Nov. 30, 1895
Jul. Scheiderich, private, Company A.....	Nov. 30, 1895
Chas. Spreng, private, Company A.....	Nov. 30, 1895
L. C. Gage, private, Company C.....	Nov. 30, 1895
C. E. Mullford, private, Company C.....	Nov. 30, 1895
J. C. Hayden, private, Company I.....	Dec. 31, 1895
Thomas Fath, private, Company A.....	Feb. 29, 1896
Jos. Kleinknecht, private, Company A.....	Feb. 29, 1896
Henry Eberlein, private, Company H.....	Feb. 29, 1896
James Shaffny, private, Company H.....	Feb. 29, 1896
Geo. Schnobrich, private, Company A.....	Mar. 31, 1896
Geo. Thorpe, private, Company H.....	April 30, 1896
H. Dobell, private, Company H.....	April 30, 1896
Karl Tompte, private, Company H.....	April 30, 1896
D. J. Sheehan, private, Company G.....	May 31, 1896
C. Dalrymple, private, Company H.....	May 31, 1896
W. F. Shepard, private, Company B.....	July 31, 1896
M. H. Voelz, private, Company H.....	July 31, 1896
A. Dalrymple, private, Company H.....	July 31, 1896
C. S. Bruce, private, Company H.....	July 31, 1896
E. Albin, private, Company H.....	July 31, 1896

Third Infantry—

R. C. Wells, private, Company H.....	April 30, 1895
Geo. Jack, private, Company H.....	April 30, 1895
David Johnson, private, Company H.....	April 30, 1895
Christ Johnson, private, Company H.....	April 30, 1895
S. A. Bergenthal, private, Company A.....	May 31, 1895
A. C. Anderson, private, Company A.....	May 31, 1895
John C. Close, private, Company A.....	May 31, 1895
R. W. Mullin, private, Company A.....	May 31, 1895
Ed. E. Wing, private, Company A.....	May 31, 1895
Ole D. Blix, private, Company A.....	May 31, 1895
Theo. Thompson, corporal, Company D.....	May 31, 1895
S. Stai, private, Company D.....	May 31, 1895
Ole Vold, private, Company D.....	May 31, 1895
Gust Bergstrom, private, Company H.....	May 31, 1895
Wm. Clark, private, Company H.....	May 31, 1895
Peter Foss, private, Company H.....	May 31, 1895
Geo. Forsyth, private, Company H.....	May 31, 1895
Geo. Harris, private, Company H.....	May 31, 1895
E. Jorgenson, private, Company H.....	May 31, 1895
N. C. McCarten, private, Company H.....	May 31, 1895
H. A. McDonald, private, Company H.....	May 31, 1895
Rob. Morrison, private, Company H.....	May 31, 1895
A. C. Peterson, private, Company H.....	May 31, 1895
J. W. Smith, private, Company H.....	May 31, 1895
E. P. McDonald, private, Company H.....	May 31, 1895
Emil Pochart, private, Company H.....	May 31, 1895
J. Roseder, private, Company H.....	May 31, 1895
L. Picheranen, private, Company H.....	May 31, 1895
M. Christenson, private, Company A.....	July 1, 1895
F. A. Bell, private, Company A.....	July 1, 1895
C. Sandby, private, Company A.....	July 1, 1895

D. R. Smith, private, Company A.....	July 1, 1895
T. J. Watts, private, Company A.....	July 1, 1895
Frank Bonham, private, Company D.....	Feb. 29, 1896
B. Meiseth, private, Company D.....	Feb. 29, 1896
Frank Strobach, private, Company E.....	April 30, 1896
P. Shannahan, private, Company E.....	April 30, 1896
A. Quade, private, Company A.....	May 31, 1896
R. A. Westberg, private, Company A.....	May 31, 1896
W. R. Fish, private, Company C.....	May 31, 1896
John Johnson, private, Company C.....	May 31, 1896
W. O. Larson, private, Company E.....	May 31, 1896
H. B. Whittaker, private, Company A.....	May 31, 1896

First Battalion Artillery—

Frank Burns, private, Battery A.....	Oct. 1, 1894
Gustav Halstenson, private, Battery A.....	Oct. 1, 1894
Jackson Monerief, private, Battery A.....	April 30, 1895
Arthur P. Martin, corporal, Battery B.....	April 30, 1895
Thomas Harkins, private, Battery A.....	May 31, 1895
Geo. F. Harris, private, Battery A.....	Nov. 30, 1895
L. J. Sullivan, private, Battery A.....	Feb. 29, 1896
Geo. W. Lawson, private, Battery A.....	Feb. 29, 1896
J. A. Asmusson, private, Battery A.....	May 31, 1896
A. M. McMillan, private, Battery A.....	May 31, 1896
C. W. Beach, private, Battery A.....	June 30, 1896
Theo. Broders, private, Battery A.....	June 30, 1896
H. B. Heintzleman, private, Battery A.....	June 30, 1896
E. M. Lord, private, Battery A.....	June 30, 1896
Thos. Phillips, private, Battery A.....	June 30, 1896
C. Pitcher, private, Battery A.....	June 30, 1896
Louis Sutheimer, private, Battery A.....	June 30, 1896

HONORABLY DISCHARGED.

Second Infantry—

Wm. H. Ward, first lieutenant, Company F.....	Mar. 12, 1895
Ph. A. Helmer, second lieutenant, Company F.....	Mar. 12, 1895

First Battalion Artillery—

Capt. W. H. Caine, assistant surgeon.....	Mar. 12, 1895
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DISMISSED.

Battalion of Artillery—

J. F. Barron, first lieutenant, Battery A.....	Aug. 5, 1895
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Headquarters National Guard, State of Minnesota,
Adjutant General's Office,
St. Paul, Dec. 21, 1894.

General Orders No. 29—

The following General Order No. 5, series 1884, is again published for the information and guidance of all concerned:

State of Minnesota,
Adjutant General's Office,
St. Paul, March 8, 1884.

General Orders No. 5—

I. Under and by virtue of the power vested in the commander-in-chief by section 1, article 10, of the Military Code, chapter 74, of the General Laws of 1883, the articles of war, regulations, customs and prescribed tactics in force for the government of the army of the United States, in so far as the same are applicable, and as modified by general orders from these headquarters, and not inconsistent with the laws of this state, are hereby adopted and declared in force for the government and guidance of the national guard of the State of Minnesota.

II. That whenever the national guard of the state, or any portion thereof, shall be called into active service, ordered into camp, or appear at drill or on parade under arms, in all matters of rank, authority, discipline, and drill, the said

articles, regulations, customs, and tactics shall be construed and enforced in accordance with their letter and spirit, and upon all other occasions the members of the guard will conform to the spirit of the same.

By command of Gov. L. F. Hubbard, Commander-in-Chief.

C. M. McCARTHY,
Adjutant General.

By direction of the Commander-in-Chief.

HERMANN MUEHLBERG,
Adjutant General.

Headquarters National Guard, State of Minnesota,
Adjutant General's Office,
St. Paul, Minn., April 10, 1895.

General Orders No. 10—

Officers-elect will hereafter be notified to appear before the examining board by direct notice from the president of the board, and unexplained failure to appear on the date therein specified will be sufficient cause for canceling the election.

The brigade quartermaster, on written request by the candidate, will furnish transportation.

By order of the commander-in-chief.

HERMANN MUEHLBERG,
Adjutant General.

Headquarters National Guard, State of Minnesota,
Adjutant General's Office,
St. Paul, April 23, 1895.

General Orders No. 15—

By direction of the commander-in-chief, the undress coat and the undress cap for all officers, and the undress cap for all enlisted men, are adopted according to the following general descriptions:

UNDRESS COAT.

A single-breasted sack coat of dark-blue cloth or serge, with standing collar fastened with hook and eye; coat to close with a flap containing suitable concealed fastenings, the skirt to extend from one-third to two-thirds the distance from the hip joint to the bend of the knee, according to height of wearer; cut to fit the figure easily; a vertical opening at each side of hip according to pattern; shoulder straps and collar insignia to be worn. The coat to be trimmed with lustrous black mohair flat braid as follows: Edged all around the bottom, the front edges, the collar, and for six inches upward from the bottom along both side openings to the skirt, with braid one and a quarter inches wide. This coat will be worn when full dress is not required. During the warm season post commanders may authorize this coat made of white duck or flannel, to be worn with white braid, but without shoulder straps or collar insignia.

On undress duty a plain leather belt will be worn under the undress coat, the sword hook emerging through the opening of the coat on the left side. For field service, or when the pistol is carried, the belt will be worn outside the undress coat when so directed by the commanding officer.

The insignia for officers' undress coats will be as follows:

For all officers, the letters *MINN., Gothic design, three-quarters of an inch in height, followed by a period, made of gold or gilt metal, fastened to each side of the collar, one inch from its edge and midway of its height.

*Size and style of letter:

For all officers of the staff corps and departments, their distinctive insignia, without wreath, one inch high, made of gold or gilt metal, fastened to each side of the collar about five-eighths of an inch from the letters MINN.

For all officers of the line, the recent forage cap ornament, one inch high, made of gold or gilt metal, fastened to each side of the collar, about five-eighths of an inch from the letters MINN.

UNDRESS CAP.

Of dark-blue cloth, the diameter at the top slightly less than at the base, the height three and a quarter inches all around; the seam around the top without a welt, and neatly stitched on each side. The band one and a half inches wide, with welts projecting one-eighth of an inch at the top and bottom, the bottom welt one-eighth of an inch above the base of the cap. The visor of black patent leather, bound with the same, and molded to shape; green underneath, rounded and sloping downward from the horizontal. A rigid stiffening all around to extend from the base of the cap to within one inch of the top, and a hair-cloth stiffening throughout the remainder of the sides and top; four black metal eyelets for ventilation, two on each side, placed above the band; a cap cord of gold bullion one-eighth of an inch in diameter, for the officers' cap, and a chin strap, like the one now in use, for the enlisted men's caps, secured at both ends by small regulation buttons, one on each side, immediately back of the ends of the visor. For general officers, a band of black velvet, and for all others officers a band of lustrous black mohair braid filling the space between the welts. The cap badge for officers and enlisted men placed in front so that the top of the badge will be slightly below the top of the cap.

The cap badge for all officers will be the coat of arms of the United States, embroidered in gold, modified according to pattern.

By command of the commander-in-chief.

HERMANN MUEHLBERG,
Adjutant General.

General Orders No. 16—Amending Military Code. (See General Laws of Minnesota of 1895, chapter 70, page 189.)

General Orders No. 17—Medical Corps. (See General Laws of Minnesota of 1895, chapter 197, page 478.)

Headquarters National Guard, State of Minnesota,
Adjutant General's Office,
St. Paul, Minn., June 1, 1895.

General Orders No. 22—

I. The troops of this command must appear in full dress uniform on all occasions of ceremony, including parade, review, and inspection; guard mounting excepted.

II. During the coming encampment the assistant adjutant general of the brigade will inspect the descriptive muster roll, the attendance roll, and the property roll of each company and battery, and will report as to whether the provisions of General Orders No. 13, current series, have been complied with.

III. Company and battery commanders will take to camp the foregoing rolls of their respective organizations, written up to the date of leaving their stations.

IV. The insignia for officers' undress coats prescribed in General Orders No. 15, current series, may be embroidered in gold on the braid of the collar, instead of being made of metal, and attached thereto.

By order of the Commander-in-Chief.

HERMANN MUEHLBERG,
Adjutant General.

Headquarters National Guard, State of Minnesota,
Adjutant General's Office,
St. Paul, Oct. 12, 1895.

General Orders No. 27—

A copy of all brigade, regimental, and battalion orders must hereafter be sent to these headquarters.

By order of the Commander-in-Chief.

HERMANN MUEHLBERG,
Adjutant General.

Headquarters National Guard, State of Minnesota,
Adjutant General's Office,
St. Paul, July 23, 1896.

General Orders No. 12—

The commander-in-chief congratulates the officers and men of the national guard of the State of Minnesota upon the attendance, excellent discipline, intelligent performance of duty, and the fine appearance which characterized the encampment of 1896. The marked improvement in every respect over former encampments indicates an increased interest and enthusiasm among both officers and men, which is deserving of the highest praise.

The commander-in-chief tenders his thanks to every member of the command, and feels that the State of Minnesota may take just pride in her citizen soldiery.

This order will be published for each company in the guard, and a copy posted in a conspicuous place in each armory.

By order of D. M. Clough, Governor and Commander-in-Chief.

HERMANN MUEHLBERG,
Adjutant General.

Headquarters National Guard, State of Minnesota,
Adjutant General's Office,
St. Paul, July 25, 1896.

General Orders No. 13—

The national guard of this state will participate in the G. A. R. festivities next month, and will assemble at St. Paul for a parade on the 3d day of September, 1896.

Gen. W. B. Bend, commanding First Brigade, is hereby charged with the execution of this order.

By order of the Commander-in-Chief.

HERMANN MUEHLBERG,
Adjutant General.

BIENNIAL REPORT

OF THE

STATE LIBRARIAN

OF THE

STATE OF MINNESOTA,

FOR THE TWO YEARS ENDING JULY 31, 1896.

ST. PAUL:
PIONEER PRESS COMPANY,
STATE PRINTERS,
1896.

Ex. Docs. Vol. III.—10.

STATE OF MINNESOTA,
July 31, 1896.

To His Excellency, David M. Clough, Governor of Minnesota,

SIR: I have the honor to present herewith a biennial report of the State Library, in accordance with the statutes of the state.

With great respect I have the honor to be, your obedient servant,

C. A. GILMAN,
Librarian.

Per GRACE E. BRACKETT,
Assistant.

REPORT.

STATE OF MINNESOTA,
OFFICE OF THE STATE LIBRARIAN,
July 31, 1896.

To the Honorable, the Senate and House of Representatives of Minnesota:

I have the honor to make the following report of the number of volumes added to the State Library since the report of July 31, 1894, by purchase, donation and exchange, which will be found in the following list:

Number of volumes at last report.....	22,126
Number of volumes added by purchase.....	970
Number of volumes added by donation.....	366
Number of volumes added by exchange.....	967

Total number July 31, 1896.....	24,429
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From thirty to fifty persons use the books daily. The annual appropriations have been expended, and the vouchers filed with the State Auditor.

Very respectfully, your obedient servant,

C. A. GILMAN,
Librarian.

Per GRACE E. BRACKETT,
Assistant.

EXCHANGES.

ALABAMA.

	Vols.
Supreme Court Reports, Vols. 87 to 105 (inc.).....	14
Session laws, 1894-95.....	1
Documents, 1894-95.....	2

ARKANSAS.

Supreme Court Reports, Vols. 58 to 60 (inc.).....	3
Statutes, 1894.....	1
Session Laws, 1895.....	1
Documents, 1895.....	2

CALIFORNIA.

Index to Laws, 1850 to 1893.....	1
Report of State Librarian, 1894.....	1
Report of the Mineralogist.....	1
Supreme Court Reports, Vols. 101 to 110 (inc.).....	10
Documents	4

CANADA.

Statutes, 1894.....	1
Vol. II., Royal Society, 1893.....	1
Journal of the Senate, 1894.....	1
Sessional 1894, Vol. 27, Nos. 3 to 7 (inc.).....	5
Ninth Annual Report of the Commissioners of Labor, 1893.....	1
Assembly Journal, Quebec, 1893-94.....	1
Journal of the Legislative Council, 1894.....	1
Sessional Papers, 1893.....	2
Census of Canada, 1890-91.....	1
Report of Chief of Ordinances, 1894.....	1
Sessional Papers.....	4
Annual Report of the Geographical Survey.....	2
Statutes, 1895.....	1
Sessional Papers.....	4
Legislative Journal, Quebec.....	1
Canada Sessional Papers, Vols. 27, 28, 29.....	3

COLORADO.

Constitution, 1876.....	1
Laws, 1895.....	1
Supreme Court Reports, Vols. 19 to 21 (inc.).....	3
Appellate Court Reports, Vols. 4 to 6 (inc.).....	3
Documents, 1895.....	5

CONNECTICUT.

Vols. 1 and 2, Public Documents, 1894.....	3
Record of State, 1776-78.....	1
Report of Agriculture, 1893.....	1
Supreme Court Reports, Vols. 64 to 66 (inc.).....	3
Legislative Manual, 1895.....	1

	Vols.
Public Laws, 1895.....	1
Special Laws, 1895.....	1
Public Documents.....	3
Journal of the House.....	1
Journal of the Senate.....	1
Records of the State, 1778-80.....	1
Agricultural Report, 1894.....	1
Legislative Manual, 1895.....	1

DELAWARE.

Vols. 8-9, Houston Reports.....	2
Revised Code, 1893.....	1
Volume 6, Chancery Reports.....	1
Laws, 1895.....	1

FLORIDA.

Laws, 1893, 1895.....	2
Supreme Court Reports, Vol. 33 to 36 (inc.).....	4
Documents, 1895.....	2

GEORGIA.

Laws, 1894, 1895.....	2
House Journal, 1894, 1895.....	2
Senate Journal, 1894, 1895.....	2
Supreme Court Reports, Vols. 97 to 96 (inc.).....	6
Documents, 1894, 1895.....	8

ILLINOIS.

Reports, Vols. 50 to 55.....	6
Supreme Court Reports, Vols. 149 to 158 (inc.).....	10
Catalogue of the Chicago Law Institutes (pamphlet).....	1
Report of the General Assembly, 1890.....	5
Report of the General Assembly, 1892.....	6
Senate and House Journals, 1892.....	6
Senate and House Journals, 1893.....	3
Journal of Insanity (pamphlet).....	1
Library Catalogue.....	1
Report of the Labor Statistics, 1895.....	1
Session Laws, 1895.....	1

INDIANA.

Reports, Vol. 134 to 143 (inc.).....	10
Appellate Court Reports, Vols. 7 to 13 (inc.).....	7
Laws, 1895.....	1
House and Senate Journals, 1895.....	5
Documents, 1895.....	4

IOWA.

Reports, Vols. 85 to 91 (inc.).....	7
Documents, 1894.....	5
Laws, 1894.....	1
House Journal.....	1
Senate Journal.....	1

KANSAS.

Reports, Vols. 53 to 55 (inc.).....	1
Court of Appeals.....	1

	Vols.
Public Documents, 1893-94.....	4
Laws, 1895.....	1
House and Senate Journals, 1895.....	2
Report of the Railroad Commissioners, 1894.....	1

KENTUCKY.

Reports, Vols. 93 to 96 (inc.).....	4
House Journal, 1896.....	1
Senate Journal, 1896.....	1
Documents, 1894-95.....	4
Official Manual, 1896.....	1
Laws, 1896.....	1
Statutes, 1894.....	1

LOUISIANA.

Laws, 1894.....	2
Reports, Vols. 45 to 47.....	2
Report of the State Librarian.....	1
Senate Documents.....	1
House Journal, 1894.....	1
Senate Journal, 1894.....	1
Public Documents, 1894.....	4
Report of the Secretary of State.....	1

MAINE.

Public Documents, 1893.....	3
Reports, Vols. 86 to 88.....	2
Public Documents, 1894.....	2
Librarian's Report, 1893-94.....	1
Report of Indian Tribe (pamphlet).....	1
Report of Indian School.....	1
Report of State Reform School.....	1
Agricultural Report.....	1
Report of the Railroad Commissioners.....	1
Forest Commissioner's Report.....	1
Assessor's Report.....	1
Board of Health.....	1
State Treasurer's Report.....	1
Labor Statistics Report.....	1
Report of the State Prison.....	1
Report of Registration.....	1
Session Laws, 1895.....	1
Railroad Commissioner's Report, 1895.....	1

MARYLAND.

Reports, Vols. 76 to 82 (inc.).....	7
Laws, 1894.....	1
House and Senate Journals.....	3
Constitutional Convention, 1850.....	1
History of the Education of Maryland (pamphlet).....	1
Archives, 1684-92.....	1
Laws, 1896.....	1
House and Senate Journal, 1896.....	2
Delegates' Journal, 1896.....	1

MASSACHUSETTS.

Acts and Resolves, 1894.....	1
Reports, Vols. 161 to 165 (inc.).....	4
Volumes 1 to 12, Documents.....	10

	Vols.
Public Documents, 1893, Vols. 2, 4.....	2
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TWENTY-SEVENTH ANNUAL REPORT
OF THE
COMMISSIONER OF STATISTICS

OF THE
STATE OF MINNESOTA
FOR THE YEAR 1895.

TO THE GOVERNOR.



ST. PAUL, MINN.:
THE PIONEER PRESS COMPANY.
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1896.

STATE OF MINNESOTA, DEPARTMENT OF STATE, }
BUREAU OF AGRICULTURAL STATISTICS, }
ST. PAUL, Sept. 1, 1896. }

To His Excellency, D. M. Clough, Governor of Minnesota:

SIR: I have the honor herewith to submit the twenty-seventh annual report of the Commissioner of Statistics.

Respectfully,

J. J. LOMEN,

Commissioner of Statistics.

REMARKS.

The twenty-seventh annual report on agricultural statistics is as complete as its predecessors, and as complete as it has been possible to make it.

There seems to be a very decided aversion in a number of counties to the furnishing of correct and full statements to the township assessors. The belief, that the giving of correct statements of crops raised is playing into the hands of the elevator companies and the wheat gambler, is general. The local assessor is often to blame. He fails to gather the required statements, either because he honestly believes that correct and full statements of crops raised does work an injury to the producer, or he is indifferent whether the statements are made or not, because he is not paid extra for this work.

Through an error in the original law, the compensation allowed to each assessor for the taking of agricultural statements is only twenty cents for each town. The law was intended to read "ten cents a farm," but the word farm was made to read "form." Ten cents a farm would be a reasonable compensation, and I believe would insure full and correct statements in most cases. Even if the assessor failed to get the voluntary statement from the producer, he would, from his intimate knowledge of his neighbor's farm, be able to give a very reliable and valuable estimate, and would no doubt do so if he was paid a reasonable compensation for such work.

I respectfully submit to the coming legislature that it devise a remedy that will overcome the reluctance of the assessor to gather these data and that will hereafter insure more complete reports.

J. J. LOMEN,
Commissioner of Statistics.

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STATISTICAL PUBLICATIONS OF MINNESOTA.

OLD SERIES.

- The First Annual Report of the Commissioner of Statistics for 1859, dated 1860, by Joseph A. Wheelock. (Out of print.)
The Second Annual Report of the Commissioner of Statistics for 1860 and 1861, by Joseph A. Wheelock. (Out of print.)

NEW SERIES.

- The First Annual Report of Statistics of Minnesota for 1869, by Pennock Pusey, Assistant Secretary of State and Commissioner of Statistics.
The Second Annual Report of Statistics of Minnesota for 1870, by same.
The Third Annual Report of Statistics of Minnesota for 1871, by C. F. Solberg, Assistant Secretary of State and Commissioner of Statistics.
The fourth annual report for 1872, by same.
The Fifth Annual Report for 1873, by same.
The Sixth Annual Report for 1874, by same.
The Seventh Annual Report for 1875, by same.
The Eighth Annual Report for 1876, by Dr. J. B. Phillips, Assistant Secretary of State and Commissioner of Statistics.
The Ninth Annual Report for 1877, by T. M. Metcalf, Assistant Secretary of State and Commissioner of Statistics. (Out of print.)
The Tenth Annual Report for 1878, by John P. Jacobson, Assistant Secretary of State and Commissioner of Statistics.
The Eleventh Annual Report for 1879, by same.
The Twelfth Annual Report for 1880, by F. S. Christensen, Assistant Secretary of State and Commissioner of Statistics.
The Thirteenth Annual Report for 1881, by same.
The Fourteenth Annual Report for 1882, by Oscar Malmros, Assistant Secretary of State and Commissioner of Statistics.
The Fifteenth Annual Report for 1883, by same.
The Sixteenth Annual Report for 1884, by A. F. Nordin, Assistant Secretary of State and Commissioner of Statistics.
The Seventeenth Annual Report for 1885, by same.
The Eighteenth Annual Report for 1886, by H. Stockenstrom, Assistant Secretary of State and Commissioner of Statistics.
The Nineteenth Annual Report for 1887, by same.
The Twentieth Annual Report for 1888, by same.
The Twenty-first Annual Report for 1889, by same.
The Twenty-second Annual Report for 1890, by same.
The Twenty-third Annual Report for 1891, by same.
The Twenty-fourth Annual Report for 1892, by same.
The Twenty-fifth Annual Report for 1893, by same.
The Twenty-sixth Annual Report for 1894, by P. W. Wildt, Assistant Secretary of State and Commissioner of Statistics.
The Twenty-seventh Annual Report for 1895, by J. J. Lomen, Commissioner of Statistics.

CHAPTER I.

AGRICULTURE.

RESULT OF THE HARVEST FOR 1894.

GENERAL TABLES BY COUNTIES IN THIS CHAPTER.

Wheat Crop of 1894.

Oat Crop of 1894.

Corn Crop of 1894.

Barley Crop of 1894.

Rye Crop of 1894.

Buckwheat Crop of 1894.

Potato Crop of 1894.

Bean Crop of 1894.

Sugar Cane Crop of 1894.

Cultivated Hay Crop of 1894.

Flax Seed Crop of 1894.

Total Cultivated Acreage for 1894.

Timothy and Clover Seed Crop of 1894.

Apple Trees Growing and Bearing and Bushels, 1894.

Grapes for 1894.

Sheep and wool for 1894 and 1895.

Butter and Cheese for 1894.

Bees and Honey for 1895.

Horses, Mules and Asses for 1895.

Cattle, Sheep and Hogs for 1895.

TOTAL ACREAGE AND CROPS FOR 1894 AND TOTAL ACREAGE FOR
1895.

	Total Acreage. 1894.	Total Yield 1894.	Average Yield. 1894.	Total Acreage, 1895.
Wheat	2,659,136	34,595,321	13.00	2,387,524
Oats	1,270,067	32,518,202	25.60	1,393,228
Corn	805,176	15,096,871	18.74	982,738
Barley	488,823	10,688,835	21.86	657,157
Rye	83,925	1,350,976	16.09	132,238
Buckwheat	5,371	41,828	7.78	6,299
Potatoes	96,582	4,453,445	46.11	114,716
Beans	4,788	35,309	7.37	7,928
Sugar cane, gallons	2,221	127,303	57.31	7,553
Cultivated hay, tons	258,147	351,512	1.36	404,980
Flax seed	311,668	2,335,206	7.49	392,904
Other products	60,358	.....	.....	55,521
Total acreage	5,912,740	.....	.....	6,542,833

OTHER AGRICULTURAL PRODUCTS.

Wild hay, tons, 1894.....	1,763,021
Timothy seed, bushels, 1894.....	254,113
Clover seed, bushels, 1894.....	10,447
Apples, bushels, 1894.....	65,813
Grapes, pounds, 1894.....	294,423
Honey, pounds, 1894.....	211,628
Wool, pounds, 1894.....	389,325
Wool, pounds, 1895.....	799,509
Butter, pounds, 1894.....	26,121,428
Cheese, pounds, 1894.....	540,264

TOTAL YIELD OF ALL CROPS FOR THE LAST TEN YEARS FROM 1885.

Crops.	1885.	1886.	1887.	*1889.	†1889.	1890.	1891.	1892.	1893.	1894.
What, bu.....	41,253,888	52,492,523	39,070,159	46,660,583	42,334,370	40,238,142	53,207,022	38,382,474	30,586,041	34,595,321
Oats, bu.....	34,388,213	38,963,607	37,661,424	48,253,799	40,678,486	38,989,943	44,000,937	40,142,842	28,798,243	32,518,202
Corn, bu.....	16,290,635	18,940,026	17,234,422	22,115,769	19,079,262	18,848,198	18,901,583	18,068,817	21,140,502	15,096,871
Barley, bu.....	6,653,851	7,535,488	5,216,337	9,105,269	6,803,030	7,932,889	11,689,887	12,745,844	9,222,945	10,688,835
Rye, bu.....	219,254	295,928	255,571	579,750	1,001,172	845,207	936,881	1,167,972	1,231,683	1,350,976
Buckwheat, bu.....	64,919	56,791	108,704	147,917	219,492	132,702	102,395	97,656	94,244	41,828
Potatoes, bu.....	5,339,335	5,785,335	4,920,735	6,444,137	7,609,097	6,444,231	8,148,277	6,776,491	5,390,840	4,453,445
Beans, bu.....	22,302	23,860	21,235	32,717	43,602	34,206	31,172	28,788	49,325	35,309
Sugar cane syrup, gal	327,072	240,252	198,774	249,198	220,251	238,560	130,065	132,836	125,156	127,303
Cultivated hay, tons..	517,098	586,608	390,100	541,528	454,909	536,857	568,225	591,333	574,441	351,512
Flax seed, bu.....	2,246,077	1,729,843	1,318,121	1,647,622	2,393,217	3,974,681	4,378,300	2,241,710	2,195,393	2,335,206
Wild hay, tons.....	1,939,939	2,066,527	2,120,526	1,623,749	1,791,663	2,131,138	1,632,122	1,735,274	1,871,301	1,763,021
Timothy seed, bu.....	288,620	410,884	275,114	234,228	430,304	432,502	469,131	293,738	441,437	254,113
Clover seed, bu.....	42,335	107,508	38,480	39,039	66,413	16,632	16,632	11,484	37,921	10,447
Apples, bu.....	150,098	123,199	95,198	77,407	64,520	118,660	107,975	158,770	185,270	65,813
Grapes, pounds.....	198,309	206,200	235,529	661,109	120,174	185,004	330,403	255,369	283,839	294,423
Tobacco, pounds.....	64,085	65,920	28,931	13,950	27,689	33,621	49,591	62,396	.....	.....
Honey, pounds.....	243,326	341,047	210,593	.....	746,453	221,333	331,247	214,392	324,911	211,628
Maple syrup, gals....	11,297	11,468	8,378	.....	17,195	8,855	11,242	10,351	.....	2,981
Maple sugar, gals....	24,076	12,740	8,478	.....	23,430	16,280	13,840	12,378	.....	7,810
Butter, pounds.....	24,495,074	27,953,028	28,117,172	.....	29,165,137	32,218,310	27,293,945	28,041,476	35,864,832	26,121,428
Cheese, pounds.....	850,843	1,303,329	1,074,231	.....	1,274,076	1,335,241	1,174,555	868,567	1,175,525	540,264
Wool, pounds, fall....	853,281	804,933	770,901	.....	658,484	677,120	668,550	825,345	696,385	389,325
Wool, pounds, spring..	.....	.....	1,224,251	.....	1,163,987	1,361,725	1,265,161	1,271,223	1,347,052	799,509

*Estimated. †By assessors.

ACREAGE OF THE PRINCIPAL CULTIVATED CROPS FOR TEN YEARS FROM 1885.

Crops.	1885.	1886.	1887.	*1889.	†1889.	1890.	1891.	1892.	1893.	1894.
Wheat	3,043,683	3,319,707	3,053,987	2,921,437	2,736,519	3,078,787	2,939,343	3,242,239	2,858,843	2,659,136
Oats	1,095,805	1,242,808	1,325,910	1,394,555	1,339,773	1,339,987	1,273,750	1,347,238	1,181,587	1,270,767
Corn	580,223	596,877	642,477	688,622	704,369	726,403	693,255	660,718	749,640	805,116
Barley	285,919	338,400	322,612	332,017	290,668	323,281	897,208	507,256	458,368	488,823
Rye	15,186	17,588	21,814	31,534	51,789	50,202	56,242	72,741	79,539	83,925
Buckwheat	5,627	5,045	6,902	8,558	17,224	10,255	8,010	6,964	7,262	5,371
Potatoes	54,503	65,540	64,658	80,320	76,896	78,881	77,953	76,102	86,270	96,582
Beans	2,077	1,704	1,985	2,568	3,658	2,789	3,405	2,167	4,164	4,788
Sugar cane	3,302	3,527	2,268	4,060	2,999	3,976	1,673	1,848	2,020	2,221
Cultivated hay	365,523	424,878	385,259	410,474	417,608	428,660	433,882	423,343	402,723	258,147
Flax	214,873	235,406	167,264	157,540	255,602	409,141	402,612	285,504	244,032	311,668
Miscellaneous prod'ts.	41,097	55,801	42,289	102,447	60,899	56,890	72,801	63,873	54,890	60,358
Total acreage	5,707,818	6,308,281	6,037,455	6,134,132	5,958,004	6,509,322	6,360,154	6,680,993	6,129,338	5,912,740

*Estimated. †By assessors.

AVERAGE BUSHELS PER ACRE OF CROPS FOR THE LAST TEN
YEARS FROM 1885.

Crops.	1885.	1886.	1887.	*1889.	†1889.	1890.	1891.	1892.	1893.	1894.
Wheat	13.55	15.80	12.70	15.90	15.30	13.00	18.10	11.80	10.70	13.00
Oats	31.38	32.10	28.40	34.60	30.40	29.00	34.50	29.80	24.60	25.60
Corn	28.07	31.70	26.80	32.10	27.10	25.00	27.20	28.20	28.00	18.74
Barley	23.27	22.80	16.10	27.40	23.40	24.50	29.40	25.10	20.10	21.86
Rye	14.44	16.80	11.60	18.30	19.30	16.80	16.60	16.00	15.50	16.09
Buckwheat	11.53	11.00	15.70	17.20	12.70	12.90	12.70	16.30	13.00	7.78
Beans	10.73	14.00	10.50	12.70	11.90	12.20	9.10	13.80	11.80	7.37
Potatoes	97.75	88.20	76.10	80.20	97.60	81.70	104.60	89.00	62.50	46.11
Flax seed .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.49

*Estimated. †By assessors.

PERCENTAGE IN EACH PARTICULAR CROP OF TOTAL CULTIVATED
AREA FOR THE LAST TEN YEARS, FROM 1885.

Crops.	1885.	1886.	1887.	*1889.	†1889.	1890.	1891.	1892.	1893.	1894.
Wheat	53.33	52.64	49.58	47.72	54.89	47.30	46.22	48.47	46.64	44.80
Oats	19.20	19.70	20.48	22.73	22.49	20.58	20.02	20.14	19.28	21.45
Corn	10.16	9.02	9.64	11.23	11.82	11.16	10.90	9.86	12.23	13.90
Barley	5.01	5.36	4.34	5.41	4.96	4.97	6.23	7.58	7.48	8.25
Rye .....	.27	.27	2.61	.51	.86	.78	.89	1.08	1.31	1.40
Buckwheat .....	.10	.85	1.11	.13	.25	.15	.12	.08	.12	.09
Total per cent in grain crops.....	88.07	87.84	87.76	87.73	86.27	84.94	84.38	87.21	87.06	89.89
Beans .....	.03	.02	.32	.04	.06	.04	.05	.04	.07	.08
Potatoes .....	.95	1.84	1.07	1.17	1.29	1.22	1.22	1.15	1.40	1.60
Sugar cane .....	.06	.05	.37	.06	.05	.06	.04	.04	.03	.03
Cultivated hay.....	6.40	8.80	6.38	6.75	7.00	6.58	6.83	6.33	6.57	4.21
Flax	3.76	3.60	2.70	2.56	4.30	6.28	6.33	4.27	3.98	4.00
Miscellaneous products..	.73	.85	1.40	1.69	1.03	.88	1.15	.96	.89	.19
Totals	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

*Estimated. †By assessor.

THE CROPS OF 1894.

Total cultivated territory of the state..... 5,912,740

WHEAT.

THE GREATEST WHEAT-PRODUCING COUNTIES IN 1894.

The following counties produced over 1,000,000 bushels, to wit:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Brown	76,795	1,096,745	14.2
Clay	102,236	1,220,276	11.9
Faribault	71,300	1,416,000	19.8
Kandiyohi	116,637	1,440,408	12.3
Lac qui Parle	141,984	1,313,379	9.2
McLeod	59,758	1,013,660	16.9
Marshall	70,565	1,021,455	14.4
Nicollet	65,010	1,109,235	17.0
Norman	95,648	1,261,454	13.1
*Otter Tail .....	.....	810,148	.....
*Polk .....	.....	858,528	.....
*Redwood	102,973	1,205,995	11.7
Renville	150,575	2,293,829	15.2
Sibley	69,963	1,142,861	16.3
Stearns	113,277	1,319,273	11.6
Swift	90,687	1,007,976	11.1
Waseca	60,549	1,057,276	17.4
Yellow Medicine	96,114	1,160,390	12.0

*Estimated yield as reported by assessors, Otter Tail county, 810,148 bushels; Polk county, 858,528 bushels.

OATS.

THE GREATEST OAT-PRODUCING COUNTIES IN 1894.

The following counties produced over 1,000,000 bushels, to wit:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Faribault	37,100	1,484,000	40.0
Goodhue	43,722	1,412,293	32.3
Houston	40,565	1,104,770	27.2
Martin	50,645	1,513,293	29.8
Mower	49,400	1,583,870	32.0
Olmsted	41,275	1,515,389	36.7
Rice	27,928	1,038,545	37.1
Winona	31,564	1,040,231	32.9

CORN.

THE GREATEST CORN-PRODUCING COUNTIES IN 1894.

The following counties produced over 500,000 bushels:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Faribault	39,800	1,990,000	50.0
Houston	31,979	634,035	19.8
Jackson	37,960	540,050	13.2
Martin	38,207	794,250	20.7
Nicollet	20,040	587,390	29.3
Renville	29,351	548,835	18.6
Waseca	21,182	619,463	29.2

BARLEY.

THE GREATEST BARLEY-PRODUCING COUNTIES IN 1894.

The following counties produced over 100,000 bushels:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Clay	5,982	158,132	26.4
Cottonwood	11,246	233,154	20.7
Dodge	13,358	314,434	23.5
Freeborn	17,372	319,784	18.3
Goodhue	69,136	186,855	27.0
Kittson	4,585	115,710	25.2
Marshall	6,833	122,820	17.9
Martin	10,868	131,124	12.0
Mower	26,510	620,270	23.3
Nobles	24,146	287,667	11.9
Norman	7,134	152,700	21.4
Olmsted	56,764	1,531,905	26.9
Renville	6,237	136,825	21.9
Rice	3,993	112,204	28.1
Rock	24,818	203,396	8.1
Stearns	5,155	108,714	21.0
Wabasha	56,729	1,429,719	25.2
Washington	5,318	124,614	23.4
Winona	47,859	1,283,630	26.8

RYE.

The following counties produced the largest crop of rye in 1894:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Anoka	2,465	31,021	12.5
Carver	1,337	27,704	20.7
Goodhue	17,194	316,296	18.3
Isanti	2,647	35,458	13.3
McLeod	1,697	37,870	22.3
Morrison	2,745	48,089	17.5
Olmsted	1,959	33,273	16.9
Renville	1,131	21,529	19.0
Rice	4,352	84,801	19.4
Scott	4,923	75,384	15.3
Sherburne	7,094	63,726	8.9
Sibley	2,658	36,896	13.8
Stearns	5,278	83,502	5.8
Wabasha	5,337	98,695	18.4
Washington	4,819	79,907	16.5
Winona	3,533	59,752	16.9

BUCKWHEAT.

The following counties produced the largest crop of buckwheat in 1894:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Dodge	949	5,663	5.9
Millie Lacs	202	3,520	17.4
Mower	848	6,961	8.2
Winona	1,047	4,738	4.5

POTATOES.

The following counties produced the largest crop of potatoes in 1894:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Anoka	4,515	126,382	27.9
Chisago	10,017	355,614	35.5
Clay	1,447	117,927	81.4
Freeborn	2,378	117,775	32.1
Hennepin	8,824	283,961	49.5
Houston	1,489	118,630	72.9
Isanti	10,766	478,378	44.4
Mille Lacs	2,225	200,850	90.2
Olmsted	1,367	159,000	116.3
Stearns	3,313	127,567	38.5
Waseca	1,276	110,244	86.4
Winona	2,227	119,384	53.6

BEANS.

The following counties raised the largest crop of beans in 1894:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Aitkin	130	1,385	10.6
Anoka	157	1,331	8.4
Chisago	183	1,371	7.4
Hennepin	109	1,071	9.8
Isanti	1,416	7,646	5.3
Mille Lacs	329	2,785	8.4
Polk	68	1,185	17.4
Stevens	150	2,035	12.7
Washington	246	2,129	8.6

SUGAR CANE.

The greatest acreage and largest quantities of syrup in 1894 were produced in the following counties:

Counties.	Acres.	Gallons.
Brown	103	6,889
Carver	71	6,345
Goodhue	124	5,561
Hennepin	104	5,486
McLeod	115	5,980
Nicollet	383	29,860
Renville	82	5,571
Rice	110	8,943
Sibley	133	9,038
Waseca	97	6,647

HAY.

CULTIVATED AND WILD HAY IN 1894.

The following counties raised the largest hay crop in 1894:

Counties.	Wild Hay. Tons.	Cultivated Hay. Acres.	Tons.
Big Stone	281,417	.....	.....
Brown	46,113	.....	.....
Freeborn .....	.....	.....	21,987
Goodhue .....	.....	2,743	53,385
Kandiyohi	68,259	.....	.....
Mower .....	.....	21,834	21,802
Renville	50,653	.....	.....
Stearns	119,808	.....	.....
Winona .....	.....	22,329	38,842

FLAX.

The following counties produced the largest crop of flax in 1894:

Counties.	Acres.	Bushels.	Average Yield Per Acre.
Dodge	11,288	143,756	12.70
Freeborn	8,550	114,665	13.40
Jackson	13,845	106,210	7.60
Lincoln	18,694	104,543	5.59
Martin	22,590	173,310	7.60
Mower	17,349	152,742	8.80
Olmsted	15,222	244,760	16.07
Renville	17,802	130,542	7.50

IMPROVED LANDS.

The following counties had the largest cultivated acreage in 1894:

Counties.	Acres.	Counties.	Acres.
Brown	147,086	Mower	174,853
Clay	146,528	Nobles	200,497
Faribault	185,300	Olmsted	182,802
Freeborn	145,055	Redwood	186,400
Goodhue	222,403	Renville	246,441
Kandiyohi	170,056	Wabasha	143,737
Lac qui Parle	204,910	Winona	149,597
Martin	158,017	Yellow Medicine	146,508

GRASS SEEDS.

The following counties produced the largest crop of timothy and clover seed in 1894:

Counties.	Timothy. Bushels.	Clover. Bushels.
Dodge	34,491	.....
Goodhue	10,214	1,297
Mower	79,582	1,385
Olmsted	37,581	1,240
Winona	11,407	600

APPLES, 1894.

Apples trees growing.....	342,857
Apples trees bearing.....	92,299
Apples, bushels.....	65,813

The following counties produced the largest crop of apples in 1894:

Counties.	Trees Growing.	Trees Bearing.	Apples Bushels.
Cottonwood	14,025	3,142	2,609
Freeborn	18,262	2,706	3,282
Goodhue	20,421	8,316	5,124
Houston	22,600	7,381	8,570
Martin	14,124	2,398	2,832
Mower	10,401	3,664	3,340
Nicolet	11,330	3,990	1,620
Olmsted	27,373	13,183	9,250
Rice	27,429	3,448	1,387
Scott	1,759	1,216	1,528
Sibley	4,558	1,315	1,432
Wabasha	12,768	6,070	3,954
Waseca	8,483	2,255	1,663
Winona	27,213	10,050	8,438

GRAPES.

Number of bearing vines, 1894.....	73,317
Pounds produced, 1894.....	294,423

Counties.	Vines Bearing.	Grapes Pounds.
Blue Earth.....	3,434	2,420
Brown	1,705	4,898
Carver	1,240	5,977
Cottonwood	2,370	4,530
Goodhue	1,753	5,930
Hennepin	25,323	153,758
Houston	13,043	53,229
McLeod	1,280	2,822
Martin	1,297	4,234
Ramsey	2,383	4,393
Rice	2,389	7,481
Scott	1,936	8,625
Wabasha	1,470	4,100
Winona	5,052	18,321

FARMS, 1895.

Number of farms.....	64,425
Of which were new.....	924

The greatest number of farms are found in the following counties:

Brown	1,647	Nobles	1,167
Chisago	1,476	Norman	1,427
Clay	1,326	Olmsted	2,061
Cottonwood	1,594	Polk	1,173
Freeborn	2,055	Redwood	1,512
Goodhue	2,386	Renville	1,558
Hennepin	1,338	Rice	1,827
Houston	1,573	Scott	1,484
Isanti	1,431	Sibley	1,867
Kandiyohi	1,486	Stearns	2,958
Lac qui Parle	1,690	Swift	1,411
McLeod	1,026	Wabasha	1,430
Martin	1,445	Waseca	1,526
Morrison	1,055	Winona	1,748
Nicollet	1,299	Yellow Medicine	1,134

DAIRY PRODUCTS, 1894.

Pounds of butter produced.....	26,121,428
Pounds of cheese produced.....	540,264

Summary of dairy products for the past twenty-four years:

Years.	Number of Cows.	Pounds of Butter.	Pounds of Cheese.
1871.....	106,016	7,356,768	469,147
1872.....	135,691	8,823,630	772,630
1873.....	155,454	10,140,316	1,031,510
1874.....	169,618	10,916,942	1,090,238
1875.....	176,278	12,029,371	1,009,999
1876.....	185,149	12,348,971	1,052,348
1877.....	200,379	13,443,195	829,075
1878.....	228,443	14,873,740	1,602,551
1879.....	225,513	15,639,069	586,448
1880.....	227,955	15,093,283	417,994
1881.....	221,213	16,052,020	522,456
1882.....	238,547	17,136,788	335,793
1883.....	288,896	20,525,357	615,497
1884.....	324,385	24,053,631	334,694
1885.....	339,933	24,495,074	850,843
1886.....	392,536	27,953,028	1,303,329
1887.....	392,027	28,117,172	1,074,251
1888.....	416,113	.....	.....
1889.....	412,036	29,165,137	1,274,076
1890.....	473,304	32,218,310	1,385,241
1891.....	424,881	27,203,945	1,374,555
1892.....	411,349	28,041,476	868,567
1893.....	.....	35,864,832	1,675,525
1894.....	399,005	26,121,428	540,264

SHEEP AND WOOL.

SHEEP AND WOOL FOR 1894 AND 1895.

(From Assessor's Report.)

Number of sheep sheared, fall 1894.....	84,931
Wool, pounds, fall sheared, 1894.....	389,325
Number of sheep sheared, spring 1895.....	264,527
Wool, pounds, spring 1895.....	813,404

BEES AND HONEY.

BEES AND HONEY IN 1894.

Number of hives, 1894.....	10,887
Number of pounds of honey, 1894.....	211,628

Comparative table of bees and honey for twenty-two years:

Years.	Number of Hives.	Pounds of Honey.
1872.....	13,704	232,948
1873.....	10,376	134,276
1874.....	7,343	99,296
1875.....	7,134	108,673
1876.....	7,740	101,858
1877.....	10,835	213,768
1878.....	15,105	253,221
1879.....	16,261	208,018
1880.....	14,020	221,255
1881.....	9,287	144,162
1882.....	9,003	166,999
1883.....	10,744	254,964
1884.....	13,418	223,943
1885.....	11,948	243,326
1886.....	14,358	341,047
1887.....	13,300	210,593
1889.....	22,159	746,453
1890.....	20,058	221,333
1891.....	19,083	331,247
1892.....	15,495	214,602
1893.....	19,605	324,911
1894.....	10,887	211,628

AGRICULTURAL STATISTICS BY COUNTIES.

WHEAT CROP OF MINNESOTA FOR 1894.

COUNTIES.	Acres.	Bushels.	Yield Per Acre.
Aitkin	31	170	5.5
Anoka	721	15,906	8.1
Becker	16,546	208,778	12.6
Benton	11,398	106,889	9.3
Big Stone	66,820	571,807	8.5
Blue Earth	31,614	409,199	12.9
Brown	76,795	1,096,745	14.2
Carver	24,896	354,902	14.2
Chippewa	33,107	431,749	13.0
Clay	6,568	69,404	10.5
Chisago	102,236	1,220,276	11.9
Cottonwood	60,293	719,363	11.9
Dodge	7,062	120,268	17.0
Douglas	39,918	485,180	12.1
Faribault	71,300	1,416,000	19.8
Freeborn	27,466	324,211	11.8
Goodhue	28,789	516,975	17.9
Grant	47,830	369,466	7.7
Hennepin	15,685	189,930	12.1
Houston	7,758	95,092	12.2
Hubbard	5,910	39,029	6.6
Isanti	3,556	43,399	12.2
Itasca	3	55	18.3
Jackson	23,483	238,290	10.1
Kanabec	469	6,010	12.8
Kandiyohi	116,637	1,440,408	12.3
Kittson	30,253	583,941	19.3
Lac qui Parle	141,984	1,313,379	9.2
Lincoln	44,692	430,992	9.6
Lyon	44,388	512,100	11.5
McLeod	59,758	1,013,600	16.9
Marshall	70,565	1,021,455	14.4
Martin	31,781	558,679	17.5
Meeker	70,096	153,204	2.1
Mille Lacs	675	6,790	10.0
Morrison	21,486	264,658	12.3
Mower	7,012	119,903	17.0
Nicollet	65,010	1,109,235	17.0
Nobles	64,437	806,508	12.5
Norman	95,648	1,261,454	13.1
Olmsted	10,501	183,637	17.4
Otter Tail	72,266	810,148	11.2
Pine	411	6,172	15.0
Polk	73,233	858,528	11.7
Ramsey	380	4,597	12.0
Redwood	102,973	1,205,995	11.7
Renville	150,575	2,293,829	15.2
Rice	28,497	564,989	19.5
Rock	41,524	347,371	8.3
Roseau	547	8,762	16.0
St. Louis	4	30	7.5
Scott	38,108	562,702	14.7
Sherburne	3,774	18,966	5.0
Sibley	69,963	1,142,861	16.3
Stearns	113,277	1,319,273	11.6
Stevens	44,498	840,132	18.8
Swift	90,687	1,007,976	11.1
Todd	15,041	174,568	11.6
Traverse	35,326	345,983	9.7
Wabasha	14,418	208,443	14.4
Wadena	10,073	67,558	6.7
Waseca	60,549	1,057,276	17.4
Washington	7,232	77,875	10.7
Watsonwan	33,404	480,869	14.3
Winona	10,635	160,912	15.1
Yellow Medicine	96,114	1,160,390	12.0
Totals	2,659,136	34,595,321	13.0

OAT CROP OF MINNESOTA FOR 1894, BY COUNTIES.

COUNTIES.	Acres.	Bushels.	Yield Per Acre.
Aitkin	941	39,990	42.5
Anoka	3,655	59,306	16.2
Becker	5,746	136,438	23.7
Benton	7,562	120,348	15.9
Big Stone	16,087	334,581	20.7
Blue Earth	16,734	431,140	25.7
Brown	32,999	667,230	20.2
Carver	5,490	168,182	30.6
Chippewa	9,340	205,530	22.0
Chisago	10,009	197,364	19.7
Clay	32,253	981,702	30.4
Cottonwood	32,522	944,608	29.0
Dodge	16,400	494,989	30.1
Douglas	8,495	213,863	25.1
Faribault	37,100	1,484,000	40.0
Freeborn	36,185	923,393	25.5
Goodhue	43,722	1,412,293	32.3
Grant	10,707	161,922	15.1
Hennepin	23,996	526,094	21.9
Houston	40,565	1,104,770	27.2
Hubbard	1,064	1,497	1.4
Isanti	8,992	159,719	17.7
Itasca	37	1,214	32.8
Jackson	28,340	664,950	23.4
Kanabec	464	8,508	18.3
Kandiyohi	30,659	577,355	18.8
Kittson	7,199	244,593	33.9
Lac qui Parle	33,785	347,722	10.2
Lincoln	13,513	263,811	17.0
Lyon	14,800	218,480	14.7
McLeod	12,392	428,649	34.5
Marshall	12,479	311,942	24.9
Martin	50,645	1,513,293	29.8
Meeker	20,927	627,511	29.9
Mille Lacs	1,510	51,600	34.1
Morrison	10,164	206,925	20.3
Mower	49,400	1,583,870	32.0
Nicollet	19,270	725,550	37.6
Nobles	49,296	889,558	18.0
Norman	24,055	631,364	26.2
Olmsted	41,275	1,515,389	36.7
Otter Tail	19,280	384,213	19.9
Pine	545	11,092	20.3
Polk	20,616	385,937	18.7
Ramsey	4,266	96,174	22.5
Redwood	34,930	474,393	13.5
Renville	38,645	930,244	24.0
Rice	27,928	1,038,545	37.1
Rock	24,669	293,883	11.9
Roseau	186	5,295	28.4
St. Louis	254	1,112	4.7
Scott	9,230	269,157	29.1
Sherburne	5,010	28,735	5.7
Sibley	22,930	667,524	29.1
Stearns	33,217	706,574	21.2
Stevens	20,595	659,181	32.0
Swift	28,265	503,089	17.7
Todd	5,710	82,826	14.5
Traverse	7,387	139,721	18.9
Wabasha	26,515	819,335	30.9
Wadena	3,190	37,162	11.6
Waseca	21,671	851,050	39.2
Washington	20,357	436,783	21.4
Watsonwan	18,157	704,965	38.8
Winona	31,564	1,040,231	32.9
Yellow Medicine	22,176	369,739	16.6
Totals	1,270,067	32,518,202	25.6

CORN CROP OF MINNESOTA FOR 1894, BY COUNTIES.

COUNTIES.	Acres.	Bushels.	Yield per Bushels.
Aitkin	379	17,618	46.5
Anoka	4,929	56,978	11.5
Becker	677	11,625	17.1
Benton	5,731	90,784	15.8
Big Stone	4,279	68,299	15.9
Blue Earth	12,383	362,540	29.2
Brown	24,763	463,697	18.7
Carver	8,759	208,850	23.8
Chippewa	3,514	61,568	17.5
Chisago	3,283	43,259	13.1
Clay	358	10,633	29.7
Cottonwood	10,781	195,265	18.1
Dodge	9,564	198,029	20.6
Douglas	2,357	45,553	19.3
Faribault	39,800	1,990,000	50.0
Freeborn	29,329	480,453	16.3
Goodhue	23,133	376,041	16.2
Grant	1,038	19,798	19.0
Hennepin	19,514	298,900	15.3
Houston	31,979	634,035	19.8
Hubbard	1,497	10,364	6.9
Isanti	5,303	59,289	11.1
Itasca	9	390	43.3
Jackson	37,960	504,050	13.2
Kanabec	48	836	17.4
Kandiyohi	9,363	165,297	17.6
Lac qui Parle	19,204	166,308	8.6
Lincoln	8,031	85,810	10.6
Lyon	9,680	94,420	9.7
McLeod	12,045	343,497	28.5
Marshall	65	1,655	25.4
Martin	38,207	794,250	20.7
Meeker	12,377	230,026	18.5
Mille Lacs	1,106	40,490	36.6
Morrison	7,106	120,963	17.0
Mower	25,106	346,997	13.8
Nicollet	20,040	587,390	29.3
Nobles	32,823	490,467	14.9
Norman	432	15,387	35.6
Olmsted	28,361	458,619	16.1
Otter Tail	6,669	95,668	14.3
Pine	150	3,757	25.0
Polk	759	9,507	12.5
Ramsey	1,531	24,464	15.9
Redwood	27,606	308,635	11.1
Renville	29,351	548,835	18.6
Rice	19,230	373,500	19.4
Rock	24,930	232,762	9.3
Roseau	8	153	19.1
St. Louis	2	26	13.0
Scott	12,495	305,185	24.4
Sherburne	15,995	59,020	36.8
Sibley	19,561	432,562	22.1
Stearns	21,198	272,548	12.8
Stevens	1,653	40,810	24.6
Swift	5,331	89,779	16.8
Todd	5,394	57,422	16.4
Traverse	788	9,981	12.6
Wabasha	21,715	390,989	18.0
Wadena	3,579	29,008	8.1
Waseca	21,182	619,463	29.2
Washington	7,796	123,510	15.8
Watsonwan	17,571	402,818	22.9
Winona	21,623	332,344	15.3
Yellow Medicine	13,845	183,695	13.2
Totals	805,176	15,096,871	18.74

BARLEY AND RYE CROP OF MINNESOTA FOR 1894, BY COUNTIES.

COUNTIES.	BARLEY.			RYE.		
	Acres.	Bushels.	Yield per Acre.	Acres.	Bushels.	Yield per acre.
Aitkin	4	30	7.50	20	200	10.00
Anoka	10	185	18.50	2,465	31,021	12.50
Becker	524	8,101	15.40	97	949	9.70
Benton	351	4,950	14.10	1,707	17,450	10.20
Big Stone	922	8,943	9.70	.....	.....	.....
Blue Earth	2,122	61,750	29.00	14	460	32.80
Brown	3,541	65,945	18.60	388	8,357	21.50
Carver	421	6,261	14.80	1,337	27,704	20.70
Chippewa	1,538	32,250	20.90	15	160	10.60
Chisago	212	3,479	16.40	1,293	17,410	13.40
Clay	5,982	158,132	26.40	25	318	12.70
Cottonwood	11,246	233,154	20.70	203	6,030	29.70
Dodge	13,358	314,434	23.50	1,529	22,494	14.70
Douglas	1,178	22,280	18.90	112	1,632	14.50
Faribault	4,150	83,000	20.00	.....	.....	.....
Freeborn	17,372	319,784	18.30	242	5,954	24.60
Goodhue	69,136	1,868,551	27.00	17,194	316,296	18.30
Grant	1,542	19,971	12.90	.....	.....	.....
Hennepin	1,641	12,711	7.70	3,048	.....	.....
Houston	4,245	87,785	20.60	1,243	18,001	14.40
Hubbard	127	521	4.10	202	2,067	10.20
Isanti	32	398	12.40	2,647	35,458	13.30
Jackson	1,040	11,447	11.00	56	1,216	21.70
Kanabec	19	286	15.00	256	4,699	18.30
Kandiyohi	2,716	58,016	21.30	595	5,517	9.20
Kittson	4,585	115,710	25.20	9	116	12.80
Lac qui Parle	3,855	37,175	9.60	.....	.....	.....
Lincoln	7,128	87,496	12.20	82	563	6.80
Lyon	4,368	40,408	9.20	20	60	3.00
McLeod	2,132	50,550	23.70	1,697	37,870	22.30
Marshall	6,833	122,820	17.90	278	3,347	12.00
Martin	10,868	131,124	12.00	392	7,846	20.00
Meeker	643	12,920	20.00	1,331	23,918	17.90
Mill Lake	100	2,550	25.50	705	14,800	20.90
Morrison	487	7,118	14.60	2,745	48,089	17.50
Mower	26,510	620,270	23.30	312	3,662	11.70
Nicollet	3,565	78,570	22.00	1,080	1,830	1.60
Nobles	24,146	287,667	11.90	473	7,713	16.30
Norman	7,134	152,700	21.40	277	3,055	11.00
Olmsted	56,764	1,531,905	26.90	1,959	33,273	16.90
Otter Tail	1,592	23,322	14.60	494	3,254	6.50
Pine	41	708	17.20	82	1,344	16.30
Polk	6,728	91,125	13.50	301	1,887	6.20
Ramsey	459	10,718	23.30	431	5,924	13.70
Redwood	5,653	57,183	10.10	17	258	15.10
Renville	6,237	136,825	21.90	1,131	21,529	19.00
Rice	3,993	112,204	28.10	4,352	84,801	19.40
Rock	24,818	203,396	8.10	52	726	13.80
Roseau	427	9,263	21.60	17	250	14.70
St. Louis	43	162	3.70	97	636	6.50
Scott	600	10,779	17.90	4,923	75,384	15.30
Sherburne	7	30	4.20	7,094	63,726	8.90
Sibley	4,272	76,751	17.90	2,658	36,896	13.80
Stearns	5,155	108,714	21.00	5,278	83,502	5.80
Stevens	2,128	41,377	19.40	201	2,660	13.20
Swift	1,989	31,718	15.90	50	585	11.70
Todd	482	5,229	10.80	635	4,701	7.40
Traverse	1,119	12,460	11.10	17	85	5.00
Wabasha	56,729	1,429,719	25.20	5,337	98,695	18.40
Wadena	212	1,832	8.60	446	5,066	11.30
Waseca	3,204	86,470	26.90	370	8,303	22.40
Washington	5,318	124,614	23.40	4,819	49,907	16.50
Watsonwan	3,236	37,618	11.60	70	1,260	18.00
Winona	47,859	1,283,630	26.80	3,533	59,752	16.90
Yellow Medicine	3,976	51,154	12.80	27	310	11.40
Totals	488,823	10,688,835	21.80	83,925	1,350,976	16.09

BUCKWHEAT AND POTATO CROP OF MINNESOTA FOR 1894, BY COUNTIES.

COUNTIES.	BUCKWHEAT.			POTATOES.		
	Acres.	Bushels.	Yield per Acre.	Acres.	Bushels.	Yield per Acre.
Aitkin	3	90	30.00	1,074	107,765	100.30
Anoka	59	584	9.90	4,515	126,382	27.90
Becker	43	67	1.50	404	24,603	60.80
Benton	13	35	2.70	908	41,408	45.60
Big Stone		80	.....	416	22,021	52.90
Blue Earth .....			.....	1,142	49,905	43.70
Brown .....			.....	930	27,495	29.50
Carver .....			.....	638	23,825	37.30
Chippewa .....			.....	191	11,443	59.90
Chisago	55	295	5.30	10,017	355,614	35.50
Clay	8	35	4.30	1,447	117,927	81.40
Cottonwood	30	600	20.00	661	29,275	44.20
Dodge	949	5,063	5.90	341	19,596	57.40
Douglas	9	26	2.80	637	41,139	64.50
Faribault .....			.....	1,150	33,500	30.00
Freeborn	61	762	12.50	2,378	117,775	49.50
Goodhue	115	1,192	10.30	1,462	72,614	49.60
Grant	1	40	40.00	339	19,370	57.10
Hennepin	20	240	12.00	8,824	283,961	32.10
Houston	93	1,470	15.80	1,489	118,639	79.60
Hubbard	32	119	3.70	172	5,391	31.30
Isanti	42	832	19.80	10,766	478,378	44.40
Itasca	1	20	20.00	272	24,341	89.40
Jackson .....			.....	520	10,950	21.00
Kanabec .....			.....	523	23,860	45.60
Kandiyohi	5	80	16.00	934	36,781	39.30
Kittson .....			.....	187	23,133	123.70
Lac qui Parle .....			.....	997	49,001	49.10
Lincoln .....			.....	588	26,640	45.30
Lyon .....			.....	320	15,984	49.90
McLeod	51	420	8.20	1,144	31,495	27.50
Marshall	2	43	21.50	229	19,249	84.00
Martin	149	1,254	8.40	1,155	49,521	42.80
Meeker .....			.....	757	36,964	48.80
Mille Lacs	202	3,520	17.40	2,225	200,850	90.20
Morrison	108	315	2.90	1,354	55,060	40.60
Mower	848	6,961	8.20	1,749	89,728	51.30
Nicollet	5	25	5.00	1,095	61,730	56.30
Nobles	46	190	4.10	887	37,391	42.10
Norran	5	18	3.60	683	62,906	92.10
Olmitz	236	1,394	5.90	1,367	159,009	116.30
Otter Tail	58	85	1.40	1,432	71,390	49.80
Pine	5	49	9.80	515	26,268	51.00
Polk	13	156	12.00	690	39,355	57.00
Ramsey	10	40	4.00	1,596	52,096	32.60
Redwood .....			.....	1,058	44,033	41.60
Renville	104	1,194	11.40	1,085	51,223	47.20
Rice	113	816	7.20	1,370	72,141	52.60
Rock	3	26	8.60	561	24,863	44.30
Roseau .....			.....		5,743	.....
St. Louis	1	40	40.00	450	28,519	63.30
Scott	39	371	9.50	1,113	35,768	32.10
Sherburne	2	27	13.50	2,359	64,763	27.40
Sibley	46	542	11.70	1,152	38,988	33.80
Stearns	56	388	6.90	3,313	127,567	38.50
Stevens	141	2,700	19.10	1,025	78,282	76.30
Swift	1	10	10.00	831	44,660	53.70
Todd	55	458	8.30	699	31,123	44.50
Traverse .....			.....	517	10,610	20.50
Wabasha	188	1,701	9.00	1,232	80,523	65.30
Wadena	143	159	1.10	572	18,232	31.00
Waseca	7	339	48.40	1,276	110,244	86.40
Washington	81	346	4.20	2,639	80,745	30.50
Watsonwan	62	1,202	19.30	1,194	18,638	15.60
Winona	1,047	4,738	4.50	2,227	119,384	53.60
Yellow Medicine	5	71	14.20	789	35,668	45.20
Totals	5,371	41,828	7.71	96,582	4,453,445	46.11

BEANS AND SUGAR CANE CROP OF MINNESOTA FOR 1894, BY COUNTIES.

COUNTIES.	BEANS.			SUGAR CANE.	
	Acres.	Bushels.	Yield. per Acre.	Acres.	Gallons.
Aitkin	130	1,385	10.60	.....	.....
Anoka	157	1,331	8.40	24	452
Becker	97	474	4.80	.....	.....
Benton	69	360	5.20	11	590
Big Stone	7	68	9.70	.....	.....
Blue Earth .....	.....	8	.....	36	2,085
Brown	4	34	8.50	103	6,889
Carver	3	37	12.30	71	6,345
Chippewa	16	41	2.50	11	1,040
Chisago	183	1,371	7.40	4	182
Clay	24	354	14.70	.....	.....
Cottonwood	4	53	13.20	60	1,810
Dodge	72	739	10.20	4	266
Douglas	1	14	14.00	11	1,099
Freeborn	24	240	10.00	23	1,547
Goodhue	63	599	9.50	124	5,561
Grant	18	98	5.40	.....	.....
Hennepin	109	1,071	9.80	104	5,486
Houston	13	122	9.30	34	1,674
Hubbard	50	253	5.00	5	35
Isanti	1,416	7,646	5.30	32	1,016
Itasca	4	25	8.70	.....	.....
Jackson	52	600	11.50	84	3,500
Kanabec	34	230	6.70	.....	.....
Kandiyohi	11	84	7.60	38	1,158
Kittson	1	5	5.00	.....	.....
Lac qui Parle	49	303	6.10	36	350
Lincoln	4	15	3.70	.....	.....
Lyon	4	36	9.00	.....	.....
McLeod	39	336	8.60	115	5,980
Marshall	6	112	18.60	.....	.....
Martin	29	305	10.50	60	3,381
Meeker	7	95	13.50	41	2,924
Mille Lacs	329	2,785	8.40	.....	.....
Morrison	75	472	6.20	41	1,418
Mower	4	48	12.00	.....	.....
Nicollet	10	50	5.00	383	29,860
Nobles	101	607	6.00	6	219
Norman	25	308	12.30	.....	.....
Olmsted	115	528	4.50	19	324
Otter Tail	195	915	4.60	33	1,204
Pine .....	.....	316	.....	.....	.....
Polk	68	1,185	17.00	.....	.....
Ramsey	15	48	3.20	.....	260
Redwood	33	347	10.50	6	262
Renville	51	665	13.00	82	5,571
Rice	39	371	9.50	110	8,943
Rock	12	27	2.20	.....	.....
Roseau	2	13	6.50	.....	.....
St. Louis	3	.....	.....	50	.....
Scott	64	232	3.60	86	2,705
Sherburne	141	429	3.00	17	532
Sibley	19	355	18.60	133	9,038
Stearns	96	530	5.50	45	2,348
Stevens	159	2,035	12.70	3	600
Swift	14	115	8.10	4	312
Todd	67	425	6.30	30	1,184
Wabasha	44	227	5.00	.....	.....
Wadena	43	155	3.60	5	6
Waseca	27	779	28.60	97	6,647
Washington	246	2,129	8.60	.....	.....
Watsonwan	13	266	20.40	27	2,072
Winona	52	356	6.80	9	207
Yellow Medicine	26	137	5.20	4	221
Totals	4,788	35,309	7.37	2,221	127,303

CULTIVATED HAY AND FLAX IN MINNESOTA FOR 1894, BY COUNTIES.

COUNTIES.	CULTIVATED HAY.		FLAX SEED.		Yield per Acres of Flax.
	Acres.	Tons.	Acres.	Bushels.	
Altkin	188	261	.....	.....	.....
Anoka	1,362	1,391	.....	.....	.....
Becker	930	975	364	3,440	9.40
Benton	967	1,048	32	141	4.40
Big Stone	1,535	1,067	6,739	33,892	5.00
Blue Earth	3,287	5,387	4,040	17,633	4.30
Brown	1,574	1,585	5,717	46,555	8.10
Carver	993	1,307	.....	65	.....
Chippewa	172	417	5,290	27,195	5.10
Chisago	5,670	5,710	.....	.....	.....
Clay	1,483	1,892	2,630	27,583	10.40
Cottonwood	4,458	3,439	10,774	65,671	6.00
Dodge	12,057	14,880	11,288	143,756	12.70
Douglas	1,621	1,753	72	518	7.20
Fairbault	4,000	8,000	27,800	27,800	10.00
Freeborn	15,247	21,985	8,550	114,665	12.24
Goodhue	2,743	53,885	9,219	135,170	14.60
Grant	1,090	1,173	886	3,740	4.20
Hennepin	9,808	9,902	3	.....	.....
Houston	21,425	25,026	1,820	19,775	10.80
Hubbard	81	62	4	.....	.....
Isanti	1,273	1,362	.....	.....	.....
Itasca	8	15	.....	.....	.....
Jackson	2,250	1,850	13,845	106,210	7.60
Kanabec	731	771	.....	.....	.....
Kandiyohi	1,374	947	7,546	53,848	7.10
Kittson	119	85	243	3,684	15.10
Lac qui Parle	974	1,069	3,982	16,802	4.20
Lincoln	830	560	18,694	104,543	5.50
Lyon	262	346	7,028	43,036	6.10
McLeod	1,452	2,090	839	7,547	8.90
Marshall	896	987	668	6,682	10.00
Martin	2,081	2,283	22,590	173,310	7.60
Meeker	2,815	3,783	1,349	6,610	4.90
Mille Lacs	850	950	.....	.....	.....
Morrison	664	632	215	999	4.60
Mower	21,834	21,802	17,349	152,742	8.80
Nicollet	2,215	3,970	3,425	36,630	10.60
Nobles	10,974	5,026	17,255	69,639	4.00
Norman	3,572	5,035	1,130	12,424	10.90
Olmsted	22,052	25,509	15,222	244,760	16.00
Otter Tail	3,617	3,232	131	808	6.10
Pine	1,382	1,455	.....	.....	.....
Polk	2,560	2,084	584	3,768	6.40
Ramsey	4,037	4,394	12	.....	.....
Redwood	845	405	13,169	78,367	5.90
Renville	1,733	2,028	17,302	130,542	7.50
Rice	9,080	11,171	4,992	67,101	13.40
Rock	2,836	1,487	4,729	13,912	2.90
St. Louis	1,741	872	1	.....	.....
Scott	1,313	1,605	45	580	12.80
Sherburne	1,244	593	.....	.....	.....
Sibley	782	942	2,093	16,675	7.90
Stearns	2,942	2,861	960	6,228	6.40
Stevens	1,154	1,519	5,638	63,587	11.20
Swift	390	448	6,614	35,304	5.30
Todd	280	303	81	461	5.60
Traverse	254	525	383	2,933	7.60
Wabasha	13,661	16,163	2,369	5,835	2.40
Wadena	96	189	.....	.....	.....
Waseca	2,724	4,757	3,325	36,189	10.80
Washington	12,382	12,377	237	1,606	6.70
Watsonwan	2,473	3,082	8,942	70,601	7.80
Winona	22,329	38,842	4,350	60,724	13.90
Yellow Medicine	425	451	9,104	51,638	5.60
Totals	258,147	351,512	311,668	2,335,206	7.49

TOTAL ACREAGE OF ALL CROPS, WILD HAY AND YIELD OF TIMOTHY AND CLOVER SEED IN MINNESOTA FOR 1894, BY COUNTIES.

COUNTIES.	Total Acreage Culti- vated in 1894, No. of Acres.	Wild Hay, Tons.	Timothy, (Seed) Bushels.	Clover, (Seed) Bushels.
Aitkin	2,877	10,999	.....	.....
Anoka	17,973	16,614	3	.....
Becker	25,770	12,082	110	.....
Benton	28,941	14,254	183	1
Big Stone	96,925	281,417	.....	.....
Blue Earth	71,373	13,196	90	38
Brown	147,086	46,113	893	41
Carver	42,897	15,081	.....	12
Chippewa	53,231	10,615	23	30
Chisago	37,397	15,334	18	30
Clay	146,528	24,919	935	.....
Cottonwood	131,032	61,550	2,137	29
Dodge	73,089	6,535	34,491	193
Douglas	54,429	18,113	202	8
Faribault	185,300	35,800	.....	.....
Freeborn	145,055	85,497	3,869	345
Goodhue	222,403	8,495	10,214	1,297
Grant	63,481	16,601	392	.....
Hennepin	86,442	35,275	11	33
Houston	111,430	4,382	3,775	509
Hubbard	9,151	.....	4	.....
Isanti	34,153	17,837	.....	2
Itasca	378	211	.....	.....
Jackson	107,880	33,280	2,800	750
Kanabec	2,713	1,546	.....	.....
Kandiyohi	170,056	68,259	188	10
Kittson	43,960	6,137	.....	.....
Lac qui Parle	204,910	36,327	113	.....
Lincoln	95,267	17,755	221	.....
Lyon	81,323	17,470	218	.....
McLeod	92,244	33,781	341	58
Marshall	57,751	17,214	543	.....
Martin	158,017	35,831	5,155	121
Meeker	110,343	56,054	124	1
Mille Lacs	7,346	10,182	370	60
Morrison	44,595	11,218	486	2
Mower	174,853	8,928	79,582	1,385
Nicollet	116,171	36,495	360	60
Nobles	200,497	24,643	5,694	93
Norman	132,981	26,781	1,008	.....
Olusted	182,802	6,533	37,581	1,240
Otter Tail	105,950	31,271	361	.....
Pine	3,328	1,114	.....	.....
Polk	105,559	17,023	91	.....
Ramsey	14,184	3,585	31	.....
Redwood	186,400	34,819	453	.....
Renville	246,441	50,563	1,499	16
Rice	101,574	19,317	1,928	819
Rock	124,134	4,655	302	15
Roseau	1,215	5,720	.....	.....
St. Louis	2,814	395	.....	.....
Scott	68,801	12,326	1,002	386
Sherburne	35,709	16,282	225	10
Sibley	123,673	42,380	351	5
Stearns	185,705	119,803	256	40
Stevens	77,970	28,655	175	40
Swift	134,198	46,540	71	.....
Todd	28,527	14,181	19	.....
Traverse	45,857	9,707	1	.....
Wabasha	143,737	3,302	4,556	1,616
Wadena	18,381	6,797	39	.....
Waseca	114,524	35,607	1,791	327
Washington	62,481	3,114	25	18
Watsonwan	123,715	21,042	3,115	207
Winona	149,597	1,917	11,407	600
Yellow Medicine	146,508	33,547	81	.....
Totals	5,912,740	1,763,021	254,113	10,447

SHOWING NUMBER OF APPLE TREES GROWING AND BEARING FRUIT AND YIELD, AND GRAPE VINES BEARING AND YIELD FOR 1894, BY COUNTIES.

COUNTIES.	APPLE TREES AND APPLES.			GRAPE VINES AND GRAPES.	
	Trees Growing, Number.	Trees Bearing, Number.	Apples, Bushels.	Vines Bearing, Number.	Grapes, Pounds.
Aitkin	94				
Anoka	355	101	37	28	160
Becker	167	83	69		
Benton	715	140	18	38	134
Big Stone	3,349	612	261	7	
Blue Earth	1,948	617	484	3,434	2,420
Brown	5,236	1,054	644	1,705	4,898
Carver	1,660	280	118	1,240	5,977
Chippewa	821	99	26	32	1
Chisago	2,036	336	246	28	1,037
Clay	343	73	17		
Cottonwood	14,025	3,142	2,609	2,370	4,530
Dodge	5,026	1,201	983	126	844
Douglas	1,411	349	100	131	374
Freeborn	18,262	2,706	3,282	425	1,195
Goodhue	20,421	8,316	5,124	1,753	5,930
Grant	275	58	15		
Hennepin	20,599	3,003	449	25,323	153,758
Houston	22,600	7,381	8,570	13,043	53,229
Hubbard	25				
Isanti	807	105	32	46	144
Itasca	5				
Jackson	7,500	1,660	640	30	15
Kanabec	151	13	4	10	57
Kandiyohi	3,716	1,486	889	200	200
Lac qui Parle	2,334	347	134	68	
Lincoln	1,932	262	133	6	
Lyon	2,220	670	170	584	630
McLeod	3,093	1,542	741	1,280	2,822
Martin	14,124	2,398	2,832	1,297	4,234
Meeker	1,084	313	129	66	35
Mille Lacs	350	200	240		
Morrison	797	200	50	24	12
Mower	10,401	3,664	3,340	55	
Nicollet	11,330	3,990	1,620	602	1,990
Nobles	19,909	1,188	564	381	352
Norman	504	59	31		
Olmsted	27,373	13,183	9,250	3,344	1,248
Otter Tail	845	233	100	8	
Pine	412	89	28	30	12
Polk	93	33	58		
Ramsey	5,609	331	140	2,383	4,393
Redwood	3,122	456	198	107	
Renville	3,415	513	154	355	747
Rice	27,429	3,448	1,387	2,389	7,481
Rock	4,947	1,516	299	77	147
St. Louis	30	4	1		125
Scott	1,759	1,216	1,528	1,936	8,625
Sherburne	452	158	10		
Sibley	4,558	1,315	1,432	517	1,367
Stearns	1,891	612	320	41	147
Stevens	1,465	645	355	20	50
Swift	609	199	57	5	
Todd	1,009	177	49		
Traverse	215	62	6		
Wabasha	12,768	6,070	3,954	1,470	4,100
Wadena	119	3		2	5
Waseca	8,483	2,255	1,663	434	1,300
Washington	2,555	765	199	459	525
Watsonwan	5,152	857	872	341	830
Wirona	27,213	10,050	8,438	5,052	18,321
Yellow Medicine	2,703	461	184	15	12
Totals	342,857	92,299	65,813	73,317	294,423

SHEEP AND WOOL FOR 1894 AND 1895, BY COUNTIES.

COUNTIES.	No. of Sheep Sheared in Fall, 1894.	Wool, Pounds.	No. of Sheep Sheared in Spring, 1895.	Wool, Pounds.
Aitkin	80	225	.....	.....
Anoka	322	2,282	321	2,163
Becker	679	2,035	1,159	4,400
Benton	379	1,974	1,146	6,636
Big Stone	526	2,158	1,340	7,512
Blue Earth .....	.....	6,425	1,616	11,702
Brown	268	849	1,757	7,117
Carlton	137	600	42	198
Carver	848	5,960	2,562	16,063
Chippewa	333	1,499	456	1,955
Chisago	811	2,499	1,687	6,287
Clay	5,001	22,564	2,918	20,911
Cottonwood	164	699	16,994	68,590
Dodge	2,142	15,971	2,323	12,796
Douglas	850	3,084	1,947	9,906
Faribault	4,643	.....	4,668	.....
Freeborn	1,625	7,030	2,847	13,895
Goodhue	1,999	9,847	5,117	28,625
Grant	1,204	3,520	938	937
Hennepin	561	1,040	1,675	9,971
Houston	1,357	6,422	3,282	17,545
Hubbard	44	138	63	191
Isanti	1,368	3,857	2,074	7,245
Jackson	750	2,150	3,726	19,650
Kanabec	554	1,518	640	1,639
Kandiyohi	1,048	8,639	4,825	20,010
Kittson	549	3,128	453	2,058
Lac qui Parle	1,660	9,941	1,957	9,201
Lake .....	.....	.....	6	30
Lincoln	780	4,957	2,075	22,354
Lyon	2,051	10,480	1,718	11,614
McLeod	664	3,804	2,945	16,154
Marshall	1,124	3,975	2,181	8,600
Martin	1,885	12,164	2,919	16,477
Meeker	2,770	14,787	2,475	11,118
Mille Lacs	655	1,997	605	1,798
Morrison	500	2,470	1,693	9,181
Mower	1,455	8,448	2,206	10,622
Nicollet	2,860	15,625	3,230	18,995
Nobles	2,931	22,454	4,005	20,797
Norran	1,163	3,325	3,550	15,763
Olmsted	2,762	32,837	8,378	45,162
Otter Tail	2,316	10,914	4,513	21,374
Pine	135	673	218	1,111
Pipestone .....	.....	.....	3,387	.....
Polk	728	2,561	2,076	11,149
Ramsey	12	1,386	850	6,786
Redwood	1,998	9,544	4,556	19,567
Renville	2,723	14,477	2,352	14,746
Rice	1,705	11,323	4,227	22,876
Rock	987	4,721	1,646	9,090
Roseau	430	1,414	480	1,821
St. Louis	15	52	26	72
Scott	1,317	6,312	2,653	12,822
Sherburne	97	477	727	3,039
Sibley	1,349	8,176	3,965	18,920
Stearns	1,066	5,660	4,836	24,312
Stevens .....	.....	.....	2,390	13,120
Swift	928	4,468	1,889	9,114
Todd	612	3,091	2,133	11,418
Traverse	80	501	142	1,059
Wabasha	2,026	17,458	3,262	25,105
Wadena	597	2,799	1,300	5,667
Waseca	1,822	7,853	2,933	11,719
Washington	154	1,061	475	2,449
Watsonwan	1,173	5,289	1,751	7,086
Winona	717	5,166	3,074	16,967
Wright .....	.....	.....	1,288	4,504
Yellow Medicine	1,044	3,970	3,075	11,750
Totals	84,931	389,325	.....	.....

SHOWING NUMBER OF MILCH COWS AND POUNDS OF BUTTER AND CHEESE,
BY COUNTIES, IN 1894.

COUNTIES.	Milch Cows, Number.	Butter, Pounds.	Cheese, Pounds.
Aitkin	608	52,600	50
Anoka	2,274	184,675	.....
Becker	2,114	89,071	570
Benton	2,847	122,168	225
Big Stone	2,495	155,778	2,442
Blue Earth	3,244	179,580	3,180
Brown	8,035	505,872	720
Carver	5,374	455,275	5,006
Chippewa	1,577	78,385	4,002
Chisago	5,966	433,345	605
Clay	5,595	472,648	100
Cottonwood	5,157	451,171	.....
Dodge	5,256	482,839	168,500
Douglas	2,924	165,965	2,600
Freeborn	15,308	1,433,468	1,900
Goodhue	15,985	1,083,940	15,206
Grant	1,956	132,753	3,057
Hennepin	9,568	637,346	14,950
Hotston	8,769	719,294	80
Hubbard	285	20,895	51
Isanti	4,042	220,883	925
Itasca	37	850	.....
Jackson	73,830	3,845,750	2,200
Kanabec	727	25,887	1,950
Kandiyohi	13,373	954,707	11,480
Kittson	945	38,440	2,990
Lac qui Parle	5,394	460,478	2,500
Lincoln	3,024	119,525	1,620
Lyon	2,412	150,285	11,100
McLeod	7,593	204,080	45,000
Marshall	2,130	108,162	3,075
Martin	5,750	414,672	50
Meeker	7,395	600,974	5
Mille Lacs	1,240	163,820	.....
Morrison	2,393	138,283	2,055
Mower	7,079	745,900	9,300
Nicollet	7,591	447,840	3,605
Nobles	3,721	233,314	18,538
Norman	5,506	364,346	2,380
Olusted	10,894	930,717	95,200
Otter Tail	6,232	395,914	15,405
Pine	598	53,771	141
Polk	3,137	171,652	6,334
Ramsey	1,386	1,195	72,933
Redwood	5,407	552,738	1,640
Renville	8,241	470,819	1,358
Rice	10,831	640,418	1,400
Rock	3,159	224,106	.....
Roseau .....	.....	41,686	1,945
St. Louis	406	9,586	1,170
Scott	6,212	309,555	10,580
Sherburne	3,531	177,818	.....
Sibley	8,961	344,184	3,077
Stearns	11,866	567,937	938
Stevens	2,664	206,410	64,942
Swift	4,860	273,601	4,215
Todd	2,314	153,734	2,030
Traverse	999	78,335	50
Wabasha	5,122	602,173	320
Wadena	983	65,687	10,620
Waseca	7,474	737,845	1,900
Washington	4,091	418,147	1,500
Watsonwan	5,229	325,796	100
Winona	7,983	437,895	.....
Yellow Medicine	5,014	234,445	89
Totals	598,005	26,121,428	540,264

BEES AND HONEY FOR 1894, BY COUNTIES.

	Hives, Number.	Honey, Pounds.		Hives, Number.	Honey, Pounds.
Anoka	80	3,400	Nicollet	767	23,305
Benton	343	8,458	Nobles	135	368
Blue Earth	101	1,823	Olmsted	643	11,187
Brown	52	920	Otter Tail	151	2,545
Carver	182	1,562	Pine .....	...	4,500
Chippewa	7	30	Polk	1	25
Chisago	174	3,445	Ramsey	150	.....
Dodge	272	7,145	Redwood	27	1,260
Douglas	73	1,131	Renville	103	1,237
Freeborn	558	5,558	Rice	547	5,490
Goodhue	332	3,493	Rock	4	6
Grant	12	200	St. Louis	43	4,000
Hennepin	354	9,715	Scott	502	16,458
Houston	157	1,455	Sherburne	10	230
Hubbard .....	...	40	Sibley	577	6,703
Isanti	77	2,150	Stearns	283	6,350
Jackson	25	510	Stevens	126	3,200
Kanabec	18	1,575	Swift	18	400
Kandiyohi	86	186	Todd	3	80
Lac qui Parle	85	2,605	Wabasha	693	22,222
Lincoln	22	470	Wadena	20	1,950
Lyon	73	2,127	Waseca	120	922
McLeod	265	725	Washington	184	3,084
Marshall	4	75	Watsonwan	119	750
Martin	348	7,965	Winona	771	11,552
Meeker	153	2,820	Yellow Medicine	368	1,895
Mille Lacs	195	2,090			
Morrison	121	2,157			
Mower	353	8,074			
			Total	10,837	260,630

HORSES, MULES, AND ASSES.
From Returns Made to State Auditor 1895.

COUNTIES.	1 Year Old.	2 Years Old.	3 Years Old and Over.
Aitkin	46	67	809
Anoka	208	294	2,584
Becker	456	453	3,516
Beltrami	13	7	179
Benton	252	225	2,365
Big Stone	509	600	3,853
Blue Earth	1,020	1,241	9,310
Brown	957	917	6,416
Carlton	22	25	871
Carver	426	490	4,878
Cass	27	48	743
Chippewa	679	706	5,722
Chisago	297	284	3,572
Clay	834	934	6,827
Cottonwood	789	706	5,630
Crow Wing	62	92	1,655
Dakota	983	1,040	7,039
Dodge	768	847	5,717
Douglas	684	783	6,426
Faribault	1,231	1,327	9,053
Fillmore	1,594	1,847	11,028
Freeborn	980	1,171	7,929
Goodhue	1,407	1,351	9,952
Grant	613	629	4,434
Hennepin	441	679	14,635
Houston	826	855	6,105
Hubbard	40	51	757
Isanti	251	267	3,073
Itasca	8	28	541
Jackson	757	807	7,307
Kanabec	34	16	495
Kandiyohi	1,010	1,028	7,816
Kittson	495	703	3,528
Lac qui Parle	933	1,088	7,169
Lake	1	42	42
Le Sueur	549	636	5,573
Lincoln	489	535	4,169
Lyon	874	875	6,232
McLeod	720	839	6,786
Marshall	512	514	5,064
Martin	1,166	1,135	8,002
Meeker	753	745	6,413
Mille Lacs	65	82	1,067
Morrison	448	508	4,428
Mower	1,263	1,372	9,167
Murray	723	765	6,201
Nicollet	954	1,081	6,042
Nobles	914	1,023	7,077
Norman	872	1,037	6,289
Olmsted	1,263	1,355	8,250
Otter Tail	1,577	1,631	3,181
Pine	60	59	1,077
Pipestone	496	561	3,944
Polk	1,496	1,565	14,115
Pope	1,006	996	6,306
Ramsey	114	121	6,346
Redwood	987	1,088	7,777
Renville	1,598	1,884	10,575
Rice	860	880	6,885
Rock	584	637	4,905
Roseau	118	183	633
St. Louis	33	52	2,196
Scott	461	410	4,253
Sherburne	291	349	2,543
Sibley	865	960	7,345
Stearns	1,505	1,584	1,085
Steele	584	572	5,027
Stevens	545	552	4,078
Swift	879	885	6,366
Todd	411	504	4,703
Traverse	492	518	3,690
Wabasha	809	825	5,683
Wadena	144	165	1,761
Waseca	737	783	5,503
Washington	434	438	3,915
Watsonwan	734	641	5,183
Wilkin	468	471	4,164
Winona	749	879	6,486
Wright	872	1,103	8,159
Yellow Medicine	1,009	1,047	7,399
Totals	52,171	56,451	428,108

CATTLE, SHEEP, AND HOGS.

From Returns Made to State Auditor.

COUNTIES.	One Year Old.	Two Years Old.	Cows.	Working Oxen.	All Other Cattle, Three Year Old and Over.	Sheep.	Hogs.
Aitkin	288	236	911	259	62	203	495
Anoka	1,132	1,034	4,294	12	178	1,039	1,539
Becker	2,103	1,413	5,414	380	163	2,855	1,701
Beltrami	71	58	254	44	11	86	40
Benton	1,406	1,144	3,335	185	249	1,411	1,943
Big Stone	1,284	723	2,923	165	48	1,037	1,417
Blue Earth	4,167	2,666	11,771	3	218	3,486	16,908
Brown	3,345	1,939	9,967	3	133	2,152	6,918
Carlton	177	131	787	156	105	197	261
Carver	3,139	2,974	9,207	6	248	3,844	7,789
Cass	185	155	579	69	28	864	323
Chippewa	2,114	1,277	4,916	36	111	2,493	2,407
Chisago	2,310	1,832	6,594	98	219	2,321	1,970
Clay	2,855	1,965	6,635	171	264	6,559	3,246
Cottonwood	2,899	1,695	5,810	25	195	17,937	5,145
Crow Wing	506	361	1,710	131	58	559	737
Dakota	2,239	2,504	9,324	4	937	7,815	5,502
Dodge	4,614	2,880	9,872	.....	397	5,247	7,399
Douglas	3,126	2,047	6,962	146	143	4,345	3,835
Faribault	5,050	3,387	11,605	3	390	4,668	16,363
Fillmore	7,785	4,632	15,341	.....	379	8,530	21,224
Freeborn	6,729	4,471	20,742	3	303	3,423	13,866
Goodhue	5,524	3,756	6,372	3	290	5,829	9,622
Grant	2,090	1,101	4,408	168	88	2,751	2,462
Hennepin	1,805	1,296	12,764	21	176	2,655	6,252
Houston	4,393	3,264	9,657	4	335	3,392	14,976
Hubbard	157	132	561	35	27	297	1,459
Isanti	1,522	1,050	4,738	143	124	2,879	1,199
Itasca	11	4	138	279	7	.....	298
Jackson	4,183	2,608	7,642	58	276	9,603	7,802
Kanabec	248	168	809	164	26	636	239
Kandiyohi	4,634	3,170	10,145	39	342	5,410	3,524
Kittson	1,377	846	2,696	476	141	1,833	1,764
Lac qui Parle	2,293	1,399	5,900	98	113	2,754	4,169
Lake	5	9	140	3	6	10	4
Le Sueur	2,294	1,530	6,934	13	156	2,643	8,870
Lincoln	1,687	908	3,721	174	70	7,212	2,492
Lyon	2,059	1,155	5,034	30	135	6,065	5,001
McLeod	2,926	2,065	10,984	26	171	3,619	6,840
Marshall	2,268	1,520	4,412	961	244	4,722	2,760
Martin	3,991	2,717	7,967	33	404	3,872	3,631
Meeker	2,932	2,013	9,157	37	182	2,903	3,684
Millie Lacs	484	317	1,258	110	51	636	407
Morrison	1,831	1,486	5,258	361	142	2,779	3,399
Mower	5,862	3,794	12,957	.....	287	6,010	9,025
Murray	2,245	1,102	5,148	30	131	8,718	5,743
Nicollet	2,800	1,902	7,798	1	233	3,159	8,651
Nobles	2,735	1,626	5,655	24	157	8,038	9,848
Norman	2,725	1,744	6,784	237	235	5,716	3,191
Olmsted	5,629	3,963	11,787	25	265	11,059	13,067
Otter Tail	5,606	3,840	15,229	480	294	10,822	7,983
Pine	392	261	1,415	233	46	435	1,475
Pipestone	954	478	2,549	9	27	3,387	2,933
Polk	5,680	3,406	14,280	1,676	555	9,850	7,758
Pope	4,262	2,828	7,296	107	175	2,728	3,196
Ramsey	157	121	4,716	6	40	672	855
Redwood	3,404	2,154	7,524	23	514	5,853	6,106
Renville	4,389	2,828	11,656	43	228	5,270	8,605
Rice	3,794	2,586	12,182	6	236	5,399	7,486
Rock	1,699	996	4,120	.....	78	2,156	6,681
Roseau	780	469	1,527	358	115	1,219	330
St. Louis	93	64	1,582	64	14	611	225
Scott	1,941	1,771	16,989	2	180	2,784	6,229
Sherburne	1,679	1,281	5,003	28	204	1,296	1,703
Sibley	3,162	2,116	10,647	4	299	3,927	8,564
Stearns	5,521	3,878	14,550	206	347	5,880	9,992
Steele	4,064	2,697	12,991	.....	279	4,812	7,402

CATTLE, SHEEP AND HOGS—Continued.

COUNTIES.	One Year Old.	Two Years Old.	Cows.	Working Oxen.	All Other Cattle, Three Years Old and Over.	Sheep.	Hogs.
Stevens	1,320	889	2,496	124	135	2,390	1,764
Swift	2,771	1,793	6,138	65	143	2,674	2,963
Todd	964	1,356	5,561	345	125	4,705	3,080
Traverse	850	450	2,206	203	16	463	1,533
Wabasha	3,150	2,162	6,682	.....	103	4,602	9,467
Wadena	566	406	1,722	120	73	1,752	1,055
Waseca	3,261	2,143	9,019	.....	137	3,506	8,469
Washington	1,463	1,249	5,575	4	227	1,302	3,366
Watsonwan	2,455	1,474	7,864	4	231	4,311	8,350
Wilkin	1,057	714	2,695	87	89	2,195	1,587
Winona	3,872	2,750	8,650	.....	181	4,019	8,765
Wright	3,515	2,473	11,056	112	197	7,116	9,449
Yellow Medicine	2,954	1,628	6,774	107	131	4,236	5,081
Totals	205,011	137,436	540,921	9,868	15,072	306,643	411,859

CHAPTER II.

COUNTY STATISTICS,

COMPILED FROM

OFFICIAL REPORTS FOR 1894-1895.

Ex. Docs. Vol. III—14

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COUNTIES IN ALPHABETICAL ORDER, SHOWING

County Seat and Population, 1895.

Crop Reports and Acreage, 1894-95.

Miscellaneous, 1894-95.

Farm Stock, 1895.

AITKIN COUNTY.

(Population, 1895, 5,224; County Seat, Aitkin.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	31	Bushels	170	5.5	.....
Oats	941	Bushels	39,990	42.5	.....
Corn	379	Bushels	17,618	46.5	.....
Barley	4	Bushels	30	7.5	.....
Rye	20	Bushels	200	10.0	.....
Buckwheat	3	Bushels	90	30.0	.....
Potatoes	1,074	Bushels	107,765	100.3	.....
Beans	130	Bushels	1,385	10.6	.....
Cultivated hay	188	Tons	261	.....	.....
Other products	85	.....	.....	.....	.....
Total acres cultivated	2,877	.....	.....	.....	.....

MISCELLANEOUS, 1894.

Wild hay, tons	10,999
Apple trees, growing	94

ANOKA COUNTY.

(Population, 1895, 11,181; County Seat, Anoka.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	721	Bushels	5,906	8.1	634
Oats	3,655	Bushels	59,306	16.2	4,744
Corn	4,929	Bushels	56,978	11.5	7,398
Barley	10	Bushels	185	18.5	48
Rye	2,465	Bushels	31,021	12.5	4,603
Buckwheat	59	Bushels	584	9.9	126
Potatoes	4,515	Bushels	126,382	27.9	5,258
Beans	157	Bushels	1,331	8.4	334
Sugar cane	24	Syrup, gals.	452	1.9	56
Cultivated hay	1,362	Tons	1,391	.....	1,591
Other products	76	.....	.....	.....	251
Total acres cultivated	17,973	.....	.....	.....	25,043

MISCELLANEOUS, 1894.

Wild hay, tons	16,614	Bees, number of hives	80
Timothy seed, bushels	3	Honey, pounds	3,400
Apple trees, growing	355	Butter, pounds	184,675
Apple trees, bearing	101	Wool, pounds, fall 1894	2,282
Apples, bushels	37	Wool, pounds, spring 1895	2,163
Grape vines, bearing	28	Number of creameries, 1895	1
Grapes, pounds	160	Number of farms, 1895	361
Tobacco, pounds	631		

FARM STOCK, 1895.

Number of milch cows	2,757
Number of horses, all ages	1,626
Number of cattle, all ages, including milch cows	5,360
Number of sheep	519
Number of hogs	956
Mules	50

BECKER COUNTY.

(Population, 1895, 13,725; County Seat, Detroit.)

AGRICULTURE.

Product.	1894. Acres.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	16,546	Bushels	208,778	12.6	15,135
Oats	5,746	Bushels	136,438	23.7	6,843
Corn	677	Bushels	11,625	17.1	1,347
Barley	524	Bushels	8,101	15.4	483
Rye	97	Bushels	949	9.7	182
Buckwheat	43	Bushels	67	1.5	47
Potatoes	404	Bushels	24,603	60.8	518
Beans	97	Bushels	474	4.8	264
Sugar cane .....	.....	Syrup, gals. ....	.....	.....	5
Cultivated hay	980	Tons	975	.....	971
Flax seed	364	Bushels	3,440	9.4	2,150
Other products	30	.....	.....	.....	63
Total acres cultivated	25,770	.....	.....	.....	27,992
Acres increase in 1895 .....	.....	.....	.....	.....	2,222

MISCELLANEOUS, 1894.

Wild hay, tons	12,082	Butter, pounds	89,071
Timothy seed, bushels	110	Cheese, pounds	570
Apple trees, growing	167	Wool, pounds, fall 1894	2,035
Apple trees, bearing	83	Wool, pounds, spring 1895	4,400
Apples, bushels	69	Number of creameries, 1895	1
Tobacco, pounds	40	Number of farms, 1895	487

FARM STOCK, 1895.

Number of milch cows	1,843
Number of horses, all ages	1,547
Number of cattle, all ages, including milch cows	5,514
Number of sheep	1,159
Number of hogs	829

BENTON COUNTY.

(Population, 1895, 7,793; County Seat, Sauk Rapids.)

AGRICULTURE.

Product.	1894. Acres.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	11,398	Bushels	166,889	9.3	10,235
Oats	7,562	Bushels	120,348	15.9	8,212
Corn	5,731	Bushels	90,784	15.8	8,579
Barley	351	Bushels	4,950	14.1	843
Rye	1,707	Bushels	17,450	10.2	1,986
Buckwheat	13	Bushels	35	2.7	25
Potatoes	908	Bushels	41,408	45.6	1,246
Beans	69	Bushels	360	5.2	143
Sugar cane	11	Syrup, gals.	590	53.6	40
Cultivated hay	967	Tons	1,048	.....	1,121
Flax seed	32	Bushels	141	4.4	104
Other products	192	.....	.....	.....	220
Total acres cultivated	28,941	.....	.....	.....	32,394

MISCELLANEOUS, 1894.

Wild hay, tons	14,254	Tobacco, pounds	200
Timothy seed, bushels	183	Bees, number of hives	343
Clover seed, bushels	1	Honey, pounds	8,468
Apple trees, growing	715	Butter, pounds	122,168
Apple trees, bearing	140	Cheese, pounds	225
Apples, bushels	18	Wool, pounds, fall 1894	1,974
Grape vines, bearing	38	Wool, pounds, spring 1895	6,636
Grapes, pounds	134	Number of farms, 1895	785

FARM STOCK, 1895.

Number of milch cows	3,426
Number of horses, all ages	2,277
Number of cattle, all ages, including milch cows	9,463
Number of sheep	1,305
Number of hogs	1,982
Mules	36

BIG STONE COUNTY.

(Population, 1895, 7,477; County Seat, Ortonville.)

AGRICULTURE

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	66,820	Bushels	571,807	8.5	59,436
Oats	16,087	Bushels	334,581	20.7	17,422
Corn	4,279	Bushels	68,299	15.9	8,475
Barley	922	Bushels	8,943	9.7	947
Buckwheat .....	.....	Bushels	80	....	50
Potatoes	416	Bushels	22,021	52.9	702
Beans	7	Bushels	68	9.7	68
Cultivated hay	1,535	Tons	1,067	....	1,482
Flax seed	6,739	Bushels	33,892	5.0	14,912
Other products	40	.....	.....	....	409
Total acres cultivated	96,925	.....	.....	....	103,916

MISCELLANEOUS, 1894.

Wild hay, tons	281.417	Butter, pounds	155,778
Apple trees, growing	3,349	Cheese, pounds	2,442
Apple trees, bearing	612	Wool, pounds, fall 1894	2,158
Apples, bushels	261	Wool, pounds, spring 1895	7,512
Grape vines, bearing	7	Number of farms, 1895	964

FARM STOCK, 1895.

Number of milch cows	2,535
Number of horses, all ages	4,187
Number of cattle, all ages, including milch cows	8,021
Number of sheep	1,966
Number of hogs	2,575
Mules	13

BLUE EARTH COUNTY.

(Population, 1895, 32,295; County Seat, Mankato.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	31,614	Bushels	409,199	12.9	30,047
Oats	16,734	Bushels	431,140	25.7	13,030
Corn	12,383	Bushels	362,540	29.2	14,755
Barley	2,123	Bushels	61,750	29.0	3,548
Rye	14	Bushels	460	32.8	6
Potatoes	1,142	Bushels	49,905	43.7	602
Beans .....	.....	Bushels	8	....	9
Sugar cane	36	Syrup, gals. ..	2,085	57.9	2,860
Cultivated hay	3,287	Tons	5,387	....	5,084
Flax seed	4,040	Bushels	17,633	4.3	322
Total acres cultivated	71,373	.....	.....	....	70,268

MISCELLANEOUS, 1894.

Wild hay, tons	13,196	Grapes, pounds	2,420
Timothy seed, bushels	90	Tobacco pounds	100
Clover seed, bushels	38	Butter, pounds	179,580
Apple trees, growing	1,948	Cheese, pounds	3,180
Apple trees, bearing	617	Wool, pounds, fall 1894	6,425
Apples, bushels	484	Wool, pounds, spring 1895	11,702
Grape vines, bearing	3,434	Number of farms, 1895	377

FARM STOCK, 1895.

Number of milch cows	2,950
Number of horses, all ages	2,591
Number of cattle, all ages, including milch cows	6,142
Number of sheep	1,616
Number of hogs	3,170

BROWN COUNTY.

(Population, 1895, 18,431; County Seat, New Ulm.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	76,795	Bushels	1,096,745	14.2	63,187
Oats	32,999	Bushels	667,230	20.2	31,221
Corn	24,763	Bushels	463,697	18.7	32,131
Barley	3,541	Bushels	65,945	18.6	5,592
Rye	388	Bushels	8,357	21.5	1,937
Potatoes	930	Bushels	27,495	29.5	1,243
Beans	4	Bushels	34	8.5	41
Sugar cane	103	Syrup, gals...	6,889	66.8	110
Cultivated hay	1,574	Tons	1,585	...	1,806
Flax seed	5,717	Bushels	46,555	8.1	11,252
Other products	272	.....	.....	.....	121
Total acres cultivated.....	147,086	.....	.....	.....	148,644

MISCELLANEOUS, 1894.

Wild hay, tons.....	46,113	Grapes, pounds.....	4,898
Timothy seed, bushels	893	Wool, pounds, fall 1894.....	849
Clover seed, bushels.....	41	Wool, pounds, spring 1895.....	7,117
Apple trees, growing.....	5,236	Number of cheese factories, 1895.....	1
Apple trees, bearing.....	1,054	Number of creameries, 1895.....	8
Apples, bushels	644	Number of farms, 1895.....	1,647
Grape vines, bearing.....	1,705		

FARM STOCK, 1895.

Number of milch cows.....	8,935
Number of horses, all ages.....	7,436
Number of cattle, all ages, including milch cows	14,877
Number of sheep	1,757
Number of hogs	7,021

CARVER COUNTY.

(Population, 1895, 17,567; County Seat, Chaska.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	24,896	Bushels	354,902	14.2	21,797
Oats	5,490	Bushels	168,182	30.6	6,826
Corn	8,759	Bushels	208,850	23.8	10,300
Barley	421	Bushels	6,261	14.8	370
Rye	1,337	Bushels	27,704	20.7	2,179
Potatoes	638	Bushels	23,825	37.3	802
Beans	3	Bushels	37	12.3	8
Sugar cane	71	Syrup, gals...	6,345	89.3	88
Cultivated hay	993	Tons	1,307	...	1,090
Flax seed .....	.....	.....	.....	.....	34
Other products	140	.....	.....	.....	149
Total acres cultivated	42,897	.....	.....	.....	41,503

MISCELLANEOUS, 1894.

Wild hay, tons	15,081	Bees, number of hives.....	182
Clover seed, bushels	12	Honey, pounds	1,562
Apple trees, growing	1,660	Maple syrup, gallons, 1895.....	75
Apple trees, bearing	280	Wool, pounds, fall 1894.....	5,960
Apples, bushels	118	Wool, pounds, spring 1895.....	16,063
Grape vines, bearing	1,240	Number of creameries, 1895.....	1
Grapes, pounds	5,997	Number of farms, 1895.....	780
Tobacco, pounds	90		

FARM STOCK, 1895.

Number of milch cows	5,391
Number of horses, all ages.....	3,348
Number of cattle all ages, including milch cows	15,101
Number of sheep	2,772
Number of hogs	5,402

CHIPPEWA COUNTY.

(Population, 1895, 10,805; County Seat, Montevideo.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	33,107	Bushels	431,749	13.0	31,411
Oats	9,340	Bushels	205,530	22.0	10,248
Corn	3,514	Bushels	61,568	17.5	5,422
Barley	1,538	Bushels	32,250	20.9	1,956
Rye	15	Bushels	160	10.6	12
Potatoes	191	Bushels	11,443	59.9	285
Beans	16	Bushels	41	2.5	20
Sugar cane	11	Syrup, gals...	1,040	94.5	12
Cultivated hay	172	Tons	417	...	532
Flax seed	5,290	Bushels	27,195	5.1	7,527
Other products	37	.....	.....	.....	57
Total acres cultivated	53,231	.....	.....	.....	57,492

MISCELLANEOUS, 1894.

Wild hay, tons.....	10,615	Honey, pounds	30
Timothy seed, bushels	23	Butter, pounds	78,385
Clover seed bushels	30	Cheese, pounds	4,002
Apple trees, growing.....	821	Wool, pounds, fall 1894.....	1,499
Apple trees, bearing	99	Wool, pounds, spring 1895.....	1,955
Apples, bushels	26	Number of creameries, 1895.....	1
Grape vines, bearing	32	Number of farms, 1895.....	46
Bees, number of hives	7		

FARM STOCK, 1895.

Number of milch cows	1,695
Number of horses, all ages.....	2,440
Number of cattle, all ages, including milch cows	4,341
Number of sheep	991
Number of hogs.....	1,768

CHISAGO COUNTY.

(Population, 1895, 13,118; County Seat, Center City.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	6,568	Bushels	69,404	10.5	6,166
Oats	10,009	Bushels	197,364	19.7	10,398
Corn	3,283	Bushels	43,259	13.1	4,420
Barley	212	Bushels	3,479	16.4	131
Rye	1,293	Bushels	17,410	13.4	3,123
Buckwheat	55	Bushels	295	5.3	76
Potatoes	10,017	Bushels	355,614	35.5	10,091
Beans	183	Bushels	1,371	7.4	267
Sugar cane	4	Syrup, gals...	182	45.5	6
Cultivated hay	5,670	Tons	5,710	...	4,864
Other products	103	.....	.....	.....	379
Total acres cultivated	37,397	.....	.....	.....	40,461

MISCELLANEOUS, 1894.

Wild hay, tons.....	15,334	Honey, pounds	3,445
Timothy seed, bushels	18	Maple syrup, gallons, 1895.....	15
Clover seed, bushels.....	30	Butter, pounds	433,345
Apple trees, growing.....	2,036	Cheese, pounds	605
Apple trees, bearing	336	Wool, pounds, fall 1894.....	2,499
Apples, bushels	246	Wool, pounds, spring 1895.....	6,287
Grape vines, bearing.....	28	Number of cheese factories, 1895..	1
Grapes, pounds	1,037	Number of creameries, 1895.....	3
Bees, number of hives.....	174	Number of farms, 1895.....	1,476

FARM STOCK, 1895.

Number of milch cows	5,775
Number of horses, all ages.....	3,495
Number of cattle, all ages, including milch cows	15,369
Number of sheep	2,447
Number of hogs.....	1,712

CLAY COUNTY.

(Population, 1895, 15,154; County Seat, Moorhead.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	102,236	Bushels	1,220,276	11.9	81,870
Oats	32,253	Bushels	981,702	30.4	43,454
Corn	358	Bushels	10,633	29.7	1,908
Barley	5,982	Bushels	153,132	26.4	7,502
Rye	25	Bushels	318	12.7	23
Buckwheat	8	Bushels	35	4.3	18
Potatoes	1,447	Bushels	117,927	81.4	2,910
Beans	24	Bushels	354	14.7	156
Sugar cane .....	.....	Syrup, gals. ....	.....	.....	40
Cultivated hay	1,483	Tons	1,892	.....	2,970
Flax seed	2,630	Bushels	27,583	10.4	13,392
Other products	82	.....	.....	.....	449
Total acres cultivated	146,528	.....	.....	.....	154,692

MISCELLANEOUS, 1894.

Wild hay, tons	24,919	Cheese, pounds	100
Timothy seed, bushels	935	Wool, pounds, fall 1894	22,564
Apple trees, growing	343	Wool, pounds, spring 1895	20,911
Apple trees, bearing	73	Number of creameries, 1895	2
Apples, bushels	17	Number of farms, 1895	1,326
Butter pounds	472,648		

FARM STOCK, 1895.

Number of milch cows	5,700
Number of horses, all ages	7,362
Number of cattle, all ages, including milch cows	10,456
Number of sheep	8,919
Number of hogs	3,431

COTTONWOOD COUNTY.

(Population, 1895, 10,187; County Seat, Windom.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	60,293	Bushels	719,363	11.9	59,925
Oats	32,522	Bushels	944,608	29.0	54,030
Corn	10,781	Bushels	195,265	18.1	9,970
Barley	11,246	Bushels	235,154	20.7	10,245
Rye	203	Bushels	6,030	29.7	220
Buckwheat	30	Bushels	600	20.0	40
Potatoes	661	Bushels	29,275	44.2	815
Beans	4	Bushels	53	13.2	.....
Sugar cane	60	Syrup, gals.	1,810	30.1	60
Cultivated hay	4,458	Tons	3,439	.....	100
Flax seed	10,774	Bushels	65,671	6.0	4,550
Other products .....	.....	.....	.....	.....	9,895
Total acres cultivated	131,032	.....	.....	.....	129,850

MISCELLANEOUS, 1894.

Wild hay, tons	61,550	Grapes, pounds	4,530
Timothy seed, bushels	2,137	Butter, pounds	451,171
Clover seed, bushels	29	Wool, pounds, fall 1894	699
Apple trees, growing	14,025	Wool, pounds, spring 1895	68,590
Apple trees, bearing	3,142	Number of creameries, 1895	3
Apples, bushels	2,609	Number of farms, 1895	1,594
Grape vines, bearing	2,370		

FARM STOCK, 1895.

Number of milch cows	5,607
Number of horses, all ages	6,692
Number of cattle, all ages, including milch cows	10,388
Number of sheep	18,683
Number of hogs	5,083

DODGE COUNTY.

(Population, 1895, 12,753; County Seat, Mantorville.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	7,062	Bushels	120,268	17.0	7,252
Oats	16,400	Bushels	494,989	30.1	21,214
Corn	9,564	Bushels	198,029	20.6	11,342
Barley	13,358	Bushels	314,434	23.5	15,073
Rye	1,529	Bushels	22,494	14.7	835
Buckwheat	949	Bushels	5,663	5.9	691
Potatoes	341	Bushels	19,596	57.4	437
Beans	72	Bushels	739	10.2	93
Sugar cane.....	4	Syrup, gals....	266	66.5	7
Cultivated hay.....	12,057	Tons	14,880	...	14,235
Flax seed.....	11,288	Bushels	143,756	12.7	15,935
Other products.....	465	.....	.....	.....	568
Total acres cultivated.....	73,089	.....	.....	.....	87,682

MISCELLANEOUS, 1894.

Wild hay, tons.....	6,535	Bees, number of hives.....	272
Timothy seed, bushels.....	34,491	Honey, pounds.....	7,145
Clover seed, bushels.....	193	Butter, pounds.....	482,839
Apple trees, growing.....	5,026	Cheese, pounds.....	168,500
Apple trees, bearing.....	1,201	Wool, pounds, fall 1894.....	15,971
Apples, bushels.....	933	Wool, pounds, spring 1895.....	12,796
Grape vines, bearing.....	126	Number of cheese factories, 1895.....	9
Grapes, pounds.....	844	Number of creameries, 1895.....	6
Tobacco, pounds.....	10	Number of farms, 1895.....	673

FARM STOCK, 1895.

Number of milch cows.....	4,529
Number of horses, all ages.....	4,206
Number of cattle, all ages, including milch cows.....	12,164
Number of sheep.....	4,465
Number of hogs.....	4,190

DOUGLAS COUNTY.

(Population, 1895, 16,942; County Seat, Alexandria.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	39,918	Bushels	485,180	12.7	39,366
Oats	8,495	Bushels	213,863	25.1	9,390
Corn	2,357	Bushels	45,553	19.3	3,679
Barley	1,178	Bushels	22,280	18.9	1,551
Rye	112	Bushels	1,632	14.5	295
Buckwheat	9	Bushels	26	2.8	6
Potatoes	637	Bushels	41,139	64.5	804
Beans	1	Bushels	14	14.0	9
Sugar cane	11	Syrup, gals....	1,099	99.9	37
Cultivated hay.....	1,621	Tons	1,753	...	1,239
Flax seed.....	72	Bushels	518	7.2	701
Other products.....	18	.....	.....	.....	84
Total acres cultivated.....	54,429	.....	.....	.....	57,161

MISCELLANEOUS, 1894.

Wild hay, tons.....	18,113	Tobacco, pounds.....	46
Timothy seed, bushels.....	202	Bees, number of hives.....	73
Clover seed, bushels.....	8	Honey, pounds.....	1,131
Apple trees, growing.....	1,411	Butter, pounds.....	165,965
Apple trees, bearing.....	349	Cheese, pounds.....	2,600
Apples, bushels.....	100	Wool, pounds, fall 1894.....	3,184
Grape vines, bearing.....	131	Wool, pounds, spring 1895.....	9,906
Grapes, pounds.....	374	Number of farms, 1895.....	943

FARM STOCK, 1895.

Number of milch cows.....	3,181
Number of horses, all ages.....	3,230
Number of cattle, all ages, including milch cows.....	9,104
Number of sheep.....	2,797
Number of hogs.....	2,202

*FARIBAULT COUNTY.

(Population, 1895, 20,139; County Seat, Blue Earth City.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	71,300	Bushels	1,416,000	19.8	.....
Oats	37,100	Bushels	1,484,000	40.0	.....
Corn	39,800	Bushels	1,990,000	5.0	.....
Barley	4,150	Bushels	83,000	20.0	.....
Potatoes	1,150	Bushels	32,500	30.0	.....
Cultivated hay	4,000	Tons	8,000	2.0	.....
Flax seed	27,800	Bushels	278,000	10.0	.....
Total acreage	185,300			

MISCELLANEOUS, 1894.

Wild hay, tons	35,800	Wool, pounds, 1894	11,605
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*Estimated by auditor.

FREEBORN COUNTY.

(Population, 1895, 21,138; County Seat, Albert Lea.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	27,466	Bushels	324,211	11.8	25,502
Oats	36,185	Bushels	923,393	25.5	40,440
Corn	29,329	Bushels	480,453	16.3	33,072
Barley	17,372	Bushels	319,784	18.3	20,418
Rye	242	Bushels	5,954	24.6	180
Buckwheat	61	Bushels	762	12.5	112
Potatoes	2,378	Bushels	117,775	49.5	2,764
Beans	24	Bushels	240	10.0	15
Sugar cane	23	Syrup, gals. ...	1,547	67.0	49
Cultivated hay	15,247	Tons	21,985	1.44	16,650
Flax seed	8,550	Bushels	114,665	12.24	1,170
Other products	8,175			....	939
Total acreage	145,055			....	151,811

MISCELLANEOUS, 1894.

Wild hay, tons	85,497	Wool, pounds, 1895	13,895
Timothy, bushels	3,869	Bees, hives	558
Clover, bushels	345	Honey, pounds	5,558
Apples, bushels	3,282	Cheese factories, 1895	4
Grapes, pounds	1,195	Creameries, 1895	22
Wool, pounds, 1894	7,030		

FARM STOCK, 1895.

Number of milch cows	17,586
Number of horses, all ages	8,137
Number of cattle, all ages, including milch cows	41,958
Number of sheep	2,331
Number of hogs	14,185

GOODHUE COUNTY.

(Population, 1895, 32,268; County Seat, Red Wing.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	28,789	Bushels	516,975	17.9	25,520
Oats	43,722	Bushels	1,412,283	32.3	48,990
Corn	23,133	Bushels	376,041	16.2	24,128
Barley	69,136	Bushels	1,868,551	27.0	137,887
Rye	17,194	Bushels	316,296	18.3	14,295
Buckwheat	115	Bushels	1,192	10.3	213
Potatoes	1,462	Bushels	72,614	49.6	2,120
Beans	63	Bushels	599	9.5	80
Sugar cane.....	124	Syrup, gals....	5,561	44.8	95
		Sugar, pounds..	1,130	....	....
Cultivated hay.....	2,743	Tons	53,385	....	28,611
Flax seed.....	6,219	Bushels	135,170	14.6	14,795
Other products.....	2,012			....	1,979
Total acres cultivated.....	222,403			....	298,713

MISCELLANEOUS, 1894.

Wild hay, tons.....	8,495	Honey, pounds	3,493
Timothy seed, bushels.....	10,214	Butter, pounds	1,083,940
Clover seed, bushels.....	1,297	Cheese, pounds.....	15,206
Apple trees, growing.....	20,421	Wool, pounds, fall 1894.....	9,847
Apple trees, bearing.....	8,316	Wool, pounds, spring 1895.....	28,625
Apples, bushels.....	5,124	Number of cheese factories, 1895.....	5
Grape vines, bearing.....	1,753	Number of creameries, 1895.....	17
Grapes, pounds.....	5,930	Number of farms, 1894.....	2,380
Bees, number of hives.....	352		

FARM STOCK, 1895.

Number of milch cows.....	13,691
Number of horses, all ages.....	21,221
Number of cattle, all ages, including milch cows	23,589
Number of sheep	6,010
Number of hogs	12,902

GRANT COUNTY.

(Population, 1895, 7,987; County Seat, Elbow Lake.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	47,830	Bushels	369,466	7.7	40,259
Oats	10,707	Bushels	161,922	15.1	13,812
Corn	1,038	Bushels	19,798	19.0	2,814
Barley	1,542	Bushels	19,971	12.9	1,610
Buckwheat	1	Bushels	40	40.0	3
Potatoes	339	Bushels	19,370	57.1	585
Beans	18	Bushels	98	5.4	23
Cultivated hay.....	1,090	Tons	1,173	....	1,550
Flax seed.....	886	Bushels	3,740	4.2	3,813
Other products.....	30			....	92
Total acres cultivated.....	63,481			....	64,569

MISCELLANEOUS, 1894.

Wild hay, tons.....	16,601	Butter, pounds	132,753
Timothy seed, bushels.....	392	Cheese, pounds	3,057
Apple trees, growing.....	275	Wool, pounds, fall 1894.....	3,520
Apple trees, bearing.....	58	Wool, pounds, spring 1895.....	937
Apples, bushels.....	15	Number of cheese factories, 1895.....	1
Bees, number of hives.....	12	Number of creameries, 1895.....	1
Honey, pounds	200		

FARM STOCK, 1895.

Number of milch cows.....	2,329
Number of horses, all ages	2,732
Number of cattle, all ages, including milch cows	5,530
Number of sheep	3,709
Number of hogs	1,464

HENNEPIN COUNTY.

(Population, 1895, 217,798; County Seat, Minneapolis.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	15,685	Bushels	189,930	12.1	14,126
Oats	23,996	Bushels	526,094	21.9	25,463
Corn	19,514	Bushels	298,900	15.3	21,802
Barley	1,641	Bushels	12,711	7.7	1,575
Rye	3,084	Bushels .....	.....	.....	5,504
Buckwheat	20	Bushels	240	12.0	27
Potatoes	8,824	Bushels	283,961	32.1	9,177
Beans	109	Bushels	1,071	9.8	250
Sugar cane	104	Syrup, gals...	5,486	52.7	169
Sugar .....	.....	Pounds	500	.....	.....
Cultivated hay	9,808	Tons	9,902	.....	8,770
Flax seed	3	Bushels .....	.....	.....	18
Other products	3,654	.....	.....	.....	4,274
Total acres cultivated	86,442	.....	.....	.....	91,155

MISCELLANEOUS, 1894.

Wild hay, tons.....	35,275	Honey, pounds	9,715
Timothy seed, bushels	11	Maple syrup, gallons, 1895.....	448
Clover seed, bushels	33	Maple sugar, pounds.....	438
Apple trees, growing	20,599	Butter, pounds	637,346
Apple trees, bearing	3,003	Cheese, pounds	14,950
Apples, bushels	449	Wool, pounds, fall 1894.....	1,040
Grape vines, bearing	25,323	Wool, pounds, spring 1895.....	9,971
Grapes, pounds	153,758	Number of creameries, 1895.....	1
Bees, number of hives	354	Number of farms, 1895.....	1,338

FARM STOCK, 1895.

Number of milch cows.....	8,555
Number of horses, all ages.....	6,325
Number of cattle, all ages, including milch cows	18,454
Number of sheep.....	2,064
Number of hogs.....	6,354

HOUSTON COUNTY.

(Population, 1895, 15,556; County Seat, Caledonia.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	7,758	Bushels	95,092	12.2	4,080
Oats	40,565	Bushels	1,104,770	27.2	45,692
Corn	31,979	Bushels	634,035	19.8	32,324
Barley	4,245	Bushels	87,785	20.6	4,051
Rye	1,243	Bushels	18,001	14.4	1,921
Buckwheat	93	Bushels	1,470	15.8	78
Potatoes	1,489	Bushels	118,639	79.6	1,802
Beans	13	Bushels	122	9.3	12
Sugar cane	34	Syrup, gals...	1,674	49.5	35
Cultivated hay	21,425	Tons	25,026	1.16	27,582
Flax seed	1,820	Bushels	19,775	10.8	2,870
Other products	815	.....	.....	.....	1,020
Total acreage cultivated	111,430	.....	.....	.....	116,467

MISCELLANEOUS, 1894.

Wild hay, tons.....	4,382	Bees, number of hives	157
Timothy seed, bushels.....	3,775	Honey, pounds	1,455
Clover seed, bushels	509	Butter, pounds	719,294
Apples, bushels	8,570	Cheese pounds	80
Grapes, pounds	53,229	Wool, pounds, fall 1894.....	6,422
Tobacco, pounds	510	Wool, pounds, spring 1895.....	7,545

FARM STOCK, 1895.

Number of milch cows.....	8,493
Number of horses, all ages.....	6,269
Number of cattle, all ages, including milch cows	25,255
Number of sheep.....	4,649
Number of hogs.....	12,722

HUBBARD COUNTY.

(Population, 1895, 2,447; County Seat, Park Rapids.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	5,910	Bushels	39,029	6.6	6,133
Oats	1,064	Bushels	1,497	1.4	871
Ocrn	1,497	Bushels	10,334	6.9	1,780
Barley	127	Bushels	525	4.1	132
Rye	202	Bushels	2,067	10.2	967
Buckwheat	32	Bushels	119	3.7	37
Potatoes	172	Bushels	5,391	31.3	213
Beans	50	Bushels	253	5.0	159
Sugar cane	5	Syrup, gals...	35	7.0	18
Cultivated hay	81	Tons	62	....	71
Flax seed .....	....	....	....	....	21
Other products	7	....	....	....	30
Total acres cultivated	9,151	....	....	....	10,432

MISCELLANEOUS, 1894.

Timothy seed, bushels	4	Butter, pounds	20,895
Apple trees, growing	25	Cheese, pounds	51
Honey, pounds	40	Wool, pounds, fall 1894.....	138

FARM STOCK, 1895.

Number of milch cows.....	207
Number of horses, all ages.....	624
Number of cattle, all ages, including milch cows	833
Number of sheep.....	161
Number of hogs.....	242

ISANTI COUNTY.

(Population, 1895, 10,195; County Seat, Cambridge.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	3,556	Bushels	43,399	12.2	5,022
Oats	8,992	Bushels	159,719	17.7	8,709
Corn	5,303	Bushels	59,289	11.1	6,799
Barley	32	Bushels	398	12.4	34
Rye	2,647	Bushels	35,458	13.3	4,114
Buckwheat	42	Bushels	832	19.8	131
Potatoes	10,766	Bushels	478,378	44.4	12,350
Beans	1,416	Bushels	7,646	5.3	1,860
Sugar cane	32	Syrup, gals...	1,016	31.7	29
Cultivated hay	1,273	Tons	1,362	....	982
Flax seed .....	....	....	....	....	4
Other products	95	....	....	....	158
Total acres cultivated	34,153	....	....	....	40,192

MISCELLANEOUS, 1894.

Wild hay, tons	17,837	Bees, number of hives	77
Apple trees, growing	807	Honey, pounds	150
Apple trees, bearing	105	Butter, pounds	220,883
Apples, bushels	32	Cheese, pounds	925
Grape vines, bearing.....	46	Wool, pounds, fall 1894.....	3,857
Grapes, pounds	144	Wool, pounds, spring 1895.....	7,245
Tobacco, pounds	10	Number of farms, 1895.....	1,431

FARM STOCK, 1895.

Number of milch cows.....	3,981
Number of horses, all ages.....	3,339
Number of cattle, all ages, including milch cows	8,921
Number of sheep.....	2,412
Number of hogs.....	1,297

ITASCA COUNTY.

(Population, 1895, 3,965; County Seat, Grand Rapids.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	3	Bushels	55	18.3	6
Oats	37	Bushels	1,214	32.8	80
Corn	9	Bushels	390	43.3	80
Buckwheat	1	Bushels	20	20.0	.....
Potatoes	272	Bushels	24,341	89.4	354
Beans	4	Bushels	35	8.7	10
Cultivated hay	8	Tons	15	....	36
Other products	44	.....	.....	....	69
Total acres cultivated	378	.....	.....	....	639

MISCELLANEOUS, 1894.

Wild hay, tons	211	Butter, pounds	850
Apple trees, growing	5	Number of farms, 1895.....	46

FARM STOCK, 1895.

Number of milch cows.....	39
Number of horses, all ages.....	253
Number of cattle, all ages, including milch cows	100
Number of hogs.....	141

JACKSON COUNTY.

(Population, 1895, 12,324; County Seat, Jackson.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	23,483	Bushels	238,290	10.1	25,300
Oats	28,340	Bushels	664,950	23.4	29,150
Corn	37,960	Bushels	504,050	13.2	34,650
Barley	1,040	Bushels	11,477	11.0	25,725
Rye	56	Bushels	1,216	21.7	600
Potatoes	520	Bushels	10,950	21.0	750
Beans	52	Bushels	600	11.5	120
Sugar cane	84	Syrup, gals....	3,500	41.6	84
Cultivated hay	2,250	Tons	1,850	....	3,500
Flax seed	13,845	Bushels	106,210	7.6	5,940
Other products	250	.....	.....	....	230
Total acres cultivated	107,880	.....	.....	....	126,079

MISCELLANEOUS, 1894.

Wild hay, tons	33,280	Grapes, pounds	15
Timothy seed, bushels	2,800	Bees, number of hives	25
Clover seed, bushels.....	750	Honey, pounds	510
Apple trees, growing	7,500	Butter, pounds	3,845,750
Apple trees, bearing	1,660	Cheese, pounds	2,200
Apples, bushels	640	Wool, pounds, fall 1894.....	2,150
Grape vines, bearing	30	Wool, pounds, spring 1895.....	19,650

FARM STOCK, 1895.

Number of milch cows.....	7,456
Number of cattle, all ages, including milch cows	17,257
Number of sheep	4,025
Number of hogs	11,744

KANABEC COUNTY.

(Population, 1895, 2,714; County Seat, Mora.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	469	Bushels	6,010	12.8	572
Oats	464	Bushels	8,508	18.3	917
Corn	48	Bushels	836	17.4	116
Barley	19	Bushels	286	15.0	22
Rye	256	Bushels	4,699	18.3	494
Potatoes	523	Bushels	23,860	45.6	739
Beans	34	Bushels	230	6.7	60
Sugar cane .....	.....	Syrup, gals. ....	.....	.....	1
Cultivated hay	731	Tons	771	.....	944
Other products	5	.....	.....	.....	22
Total acres cultivated	2,713	.....	.....	.....	3,854

MISCELLANEOUS, 1894.

Wild hay tons	1,546	Honey, pounds	1,575
Apple trees, growing	151	Butter, pounds	25,887
Apple trees, bearing	13	Cheese, pounds	1,950
Apples, bushels	4	Wool, pounds, fall 1894	1,518
Grape vines, bearing	10	Wool, pounds, spring 1895	1,639
Grapes, pounds	57	Number of farms, 1895	268
Bees, number of hives	18		

FARM STOCK, 1895.

Number of milch cows	602
Number of horses, all ages	397
Number of cattle, all ages, including milch cows	1,651
Number of sheep	1,191
Number of hogs	353

KANDIYOHI COUNTY.

(Population, 1895, 16,322; County Seat, Willmar.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	116,637	Bushels	1,440,408	12.3	100,517
Oats	30,659	Bushels	577,355	18.8	33,648
Corn	9,363	Bushels	165,297	17.6	17,789
Barley	2,716	Bushels	58,016	21.3	5,109
Rye	595	Bushels	5,517	9.2	2,161
Buckwheat	5	Bushels	80	16.0	46
Potatoes	934	Bushels	36,781	39.3	1,604
Beans	11	Bushels	84	7.6	117
Sugar cane	38	Syrup, gals.	1,158	30.4	137
Cultivated hay	1,374	Tons	947	.....	1,112
Flax seed	7,546	Bushels	53,848	7.1	13,813
Other products	178	.....	.....	.....	201
Total acres cultivated	170,056	.....	.....	.....	176,254

MISCELLANEOUS, 1894.

Wild hay, tons	68,259	Honey, pounds	186
Timothy seed, bushels	188	Butter, pounds	954,707
Clover seed, bushels	10	Cheese, pounds	11,480
Apple trees, growing	3,716	Wool, pounds, fall 1894	8,639
Apple trees, bearing	1,486	Wool, pounds, spring 1895	20,010
Apples, bushels	889	Number of cheese factories, 1895 ..	2
Grape vines, bearing	200	Number of creameries, 1895	6
Grapes, pounds	200	Number of farms, 1895	1,486
Bees, number of hives	86		

FARM STOCK, 1895.

Number of milch cows	17,602
Number of horses, all ages	9,133
Number of cattle, all ages, including milch cows	20,174
Number of sheep	5,873
Number of hogs	3,633

KITTSOON COUNTY.

(Population, 1895, 6,289; County Seat, Hallock.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	30,253	Bushels	583,941	19.3	27,499
Oats	7,199	Bushels	244,593	33.9	7,786
Corn					62
Barley	4,585	Bushels	115,710	25.2	7,455
Rye	9	Bushels	116	12.8	2
Potatoes	187	Bushels	23,133	123.7	238
Beans	1	Bushels	5	5.0	5
Cultivated hay	119	Tons	85		179
Flax seed	243	Bushels	3,684	15.1	1,103
Other products	1,364				16
Total acres cultivated.....	43,960				44,345

MISCELLANEOUS, 1894.

Wild hay, tons	6,137	Wool, pounds, fall 1894.....	3,128
Butter, pounds	38,440	Wool, pounds, spring 1895.....	2,058
Cheese, pounds	2,990	Number of farms, 1895.....	473

FARM STOCK, 1895.

Number of milch cows.....	1,160
Number of horses, all ages.....	1,924
Number of cattle, all ages, including milch cows	3,340
Number of sheep.....	982
Number of hogs	662

LAC QUI PARLE COUNTY.

(Population, 1895, 12,687; County Seat, Madison.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	141,984	Bushels	1,313,379	9.2	140,994
Oats	33,785	Bushels	347,722	10.2	33,080
Corn	19,204	Bushels	166,308	8.6	25,845
Barley	3,855	Bushels	37,175	9.6	5,649
Rye					56
Buckwheat					9
Potatoes	997	Bushels	49,001	49.1	1,926
Beans	49	Bushels	303	6.1	126
Sugar cane	36	Syrup, gals....	350	9.7	65
Cultivated hay	974	Tons	1,069		2,663
Flax seed	3,982	Bushels	16,802	4.2	10,749
Other products	44				162
Total acres cultivated.....	204,910				221,324

MISCELLANEOUS, 1894.

Wild hay, tons.....	36,327	Honey, pounds	2,605
Timothy seed, bushels	113	Butter, pounds	460,478
Apple trees, growing	2,334	Cheese, pounds	2,500
Apple trees, bearing	347	Wool, pounds, fall 1894.....	9,941
Apples, bushels	134	Wool, pounds, spring 1895.....	9,201
Grape vines, bearing	68	Number of creameries, 1895.....	2
Bees, number of hives	85	Number of farms, 1895.....	1,690

FARM STOCK, 1895.

Number of milch cows.....	5,539
Number of horses, all ages.....	8,639
Number of cattle, all ages, including milch cows	10,556
Number of sheep.....	3,817
Number of hogs	5,511

LINCOLN COUNTY.

(Population, 1895, 7,196; County Seat, Lake Benton.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	44,692	Bushels	430,992	9.6	43,369
Oats	15,513	Bushels	263,811	17.0	18,344
Corn	8,031	Bushels	85,810	10.6	15,086
Barley	7,123	Bushels	87,496	12.2	8,334
Rye	82	Bushels	563	6.8	78
Potatoes	588	Bushels	26,640	45.3	824
Beans	4	Bushels	15	3.7	12
Cultivated hay	830	Tons	560	...	1,641
Flax seed	18,694	Bushels	104,543	5.5	21,254
Other products	126	.....	.....	....	128
Total acres cultivated	95,267	.....	.....	....	108,500

MISCELLANEOUS, 1894.

Wild hay, tons	17,755	Honey, pounds	470
Timothy seed, bushels	221	Butter, pounds	119,525
Apple trees, growing	1,932	Cheese, pounds	1,620
Apple trees, bearing	262	Wool, pounds, fall 1894	4,957
Apples, bushels	133	Wool, pounds, spring 1895	22,354
Grape vines, bearing	6	Number of farms, 1895	977
Bees, number of hives	22		

FARM STOCK, 1895.

Number of milch cows	3,082
Number of horses, all ages	4,323
Number of cattle, all ages, including milch cows	8,893
Number of sheep	7,605
Number of hogs	2,402

LYON COUNTY.

(Population, 1895, 12,425; County Seat, Marshall.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	44,388	Bushels	512,100	11.5	40,668
Oats	14,800	Bushels	218,480	14.7	17,000
Corn	9,680	Bushels	94,420	9.7	15,050
Barley	4,368	Bushels	40,408	9.2	4,020
Rye	20	Bushels	60	3.0	41
Potatoes	320	Bushels	15,984	49.9	530
Beans	4	Bushels	36	9.0	6
Cultivated hay	262	Tons	346	...	634
Flax seed	7,028	Bushels	43,036	6.1	10,400
Other products .....	.....	.....	.....	....	100
Total acres cultivated	81,323	.....	.....	....	95,900

MISCELLANEOUS, 1894.

Wild hay, tons	17,470	Bees, number of hives	73
Timothy seed, bushels	218	Honey, pounds	2,127
Apple trees, growing	2,220	Butter, pounds	150,285
Apple trees, bearing	670	Cheese, pounds	11,100
Apples, bushels	170	Wool, pounds, fall 1894	10,480
Grape vines, bearing	584	Wool, pounds, spring 1895	21,614
Grapes, pounds	630	Number of cheese factories, 1895 ..	4
Tobacco, pounds	20	Number of farms, 1895	780

FARM STOCK, 1895.

Number of milch cows	1,299
Number of horses, all ages	1,749
Number of cattle, all ages, including milch cows	3,248
Number of sheep	2,745
Number of hogs	1,987

MCLEOD COUNTY.

(Population, 1895, 19,134; County Seat, Hutchinson.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	59,758	Bushels	1,013,660	16.9	49,717
Oats	12,392	Bushels	428,649	34.5	15,597
Corn	12,045	Bushels	343,497	28.5	15,795
Barley	2,132	Bushels	50,550	23.7	4,414
Rye	1,697	Bushels	37,870	22.3	4,668
Buckwheat	51	Bushels	420	8.2	43
Potatoes	1,144	Bushels	31,495	27.5	1,402
Beans	39	Bushels	336	8.6	79
Sugar cane	115	Syrup, gals...	5,980	52.0	100
Cultivated hay	1,452	Tons	2,090	...	4,259
Flax seed	839	Bushels	7,547	8.9	2,012
Other products	310	.....	.....	.....	309
Total acres cultivated	92,244	.....	.....	.....	98,395

MISCELLANEOUS, 1894.

Wild hay, tons	33,781	Bees, number of hives	265
Timothy seed, bushels	341	Honey, pounds	725
Clover seed, bushels	58	Butter, pounds	204,080
Apple trees, growing	3,093	Cheese, pounds	45,000
Apple trees, bearing	1,542	Wool, pounds, fall 1894	3,804
Apples, bushels	741	Wool, pounds, spring 1895	16,154
Grape vines, bearing	1,280	Number of cheese factories, 1895	4
Grapes, pounds	2,822	Number of creameries, 1895	4
Tobacco, pounds	13	Number of farms, 1895	1,026

FARM STOCK, 1895.

Number of milch cows	8,856
Number of horses, all ages	7,279
Number of cattle, all ages, including milch cows	20,141
Number of sheep	3,609
Number of hogs	5,517

MARSHALL COUNTY.

(Population, 1895, 12,072; County Seat, Warren.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	70,565	Bushels	1,021,455	14.4	80,020
Oats	12,479	Bushels	311,942	24.9	20,942
Corn	65	Bushels	1,655	25.4	286
Barley	6,833	Bushels	122,820	17.9	10,026
Rye	278	Bushels	3,347	12.0	418
Buckwheat	2	Bushels	43	21.5	50
Potatoes	229	Bushels	19,249	84.0	391
Beans	6	Bushels	112	18.6	41
Cultivated hay	896	Tons	987	...	1,911
Flax seed	668	Bushels	6,682	10.0	5,156
Other products	157	.....	.....	.....	264
Total acres cultivated	57,751	.....	.....	.....	88,679

MISCELLANEOUS, 1894.

Wild hay, tons	17,214	Butter, pounds	108,162
Timothy seed, bushels	543	Wool, pounds, fall 1894	8,600
Bees, number of hives	4	Wool, pounds, spring 1895	3,975
Honey, pounds	75	Number of farms, 1895	578

FARM STOCK, 1895.

Number of milch cows	2,217
Number of horses, all ages	3,741
Number of cattle, all ages, including milch cows	7,905
Number of sheep	3,305
Number of hogs	2,183

MARTIN COUNTY.

(Population, 1895, 13,981; County Seat, Fairmont.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	31,781	Bushels	558,679	17.5	31,618
Oats	50,645	Bushels	1,513,293	29.8	56,582
Corn	38,207	Bushels	794,250	20.7	42,475
Barley	10,868	Bushels	131,124	12.0	9,434
Rye	392	Bushels	7,846	20.0	792
Buckwheat	149	Bushels	1,254	8.4	206
Potatoes	1,155	Bushels	49,521	42.8	1,503
Beans	29	Bushels	305	10.5	68
Sugar cane	60	Syrup, gals...	3,381	56.3	81
Cultivated hay	2,081	Tons	2,283	....	2,954
Flax seed	22,590	Bushels	173,310	7.6	21,910
Other products	60	.....	.....	....	129
Total acres cultivated	158,017	.....	.....	....	167,752

MISCELLANEOUS, 1894.

Wild hay, tons	35,831	Bees, number of hives	348
Timothy seed, bushels	5,155	Honey, pounds	7,965
Clover seed, bushels	121	Butter, pounds	414,672
Apple trees, growing	14,124	Cheese, pounds	50
Apple trees, bearing	2,398	Wool, pounds, fall 1894.....	12,164
Apples, bushels	2,832	Wool, pounds, spring 1895.....	16,477
Grape vines, bearing	1,297	Number of creameries, 1895.....	3
Grapes, pounds	4,234		

FARM STOCK, 1895.

Number of milch cows.....	6,350
Number of horses, all ages.....	7,665
Number of cattle, all ages, including milch cows	12,742
Number of sheep.....	3,285
Number of hogs.....	20,966

MEEKER COUNTY.

(Population, 1895, 17,389; County Seat, Litchfield.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	70,096	Bushels	153,204	2.1	63,762
Oats	20,927	Bushels	627,511	29.9	24,295
Corn	12,377	Bushels	230,026	18.5	14,877
Barley	643	Bushels	12,920	20.0	5,974
Rye	1,331	Bushels	23,918	17.9	6,197
Potatoes	757	Bushels	36,964	48.8	861
Beans	7	Bushels	95	13.5	53
Sugar cane	41	Syrup, gals...	2,924	71.3	78
Cultivated hay	2,815	Tons	3,783	....	3,368
Flax seed	1,349	Bushels	6,610	4.9	4,415
Other products .....	.....	.....	.....	....	68
Total acres cultivated	110,343	.....	.....	....	123,953

MISCELLANEOUS, 1894.

Wild hay, tons	56,054	Bees, number of hives	153
Timothy seed, bushels.....	124	Honey, pounds	2,820
Apple trees, growing	1,084	Butter, pounds	600,974
Apple trees, bearing	313	Wool, pounds, fall 1894.....	14,787
Apples, bushels	129	Wool, pounds, spring 1895.....	11,118
Grape vines, bearing	66	Number of creameries, 1895.....	10
Grapes, pounds	35	Number of farms, 1895	476
Tobacco, pounds	1		

FARM STOCK, 1895.

Number of milch cows.....	8,230
Number of horses, all ages.....	6,893
Number of cattle, all ages, including milch cows	13,813
Number of sheep.....	3,030
Number of hogs	3,709

MILLE LACS COUNTY.

• (Population, 1895, 5,129; County Seat, Princeton.)

AGRICULTURE

Product.	Acres, 1894.	Product.	Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	675	Bushels	6,790	10.0	511
Oats	1,510	Bushels	51,600	34.1	2,052
Corn	1,106	Bushels	40,490	36.6	2,089
Barley	100	Bushels	2,550	25.5	40
Rye	705	Bushels	14,800	20.9	1,032
Buckwheat	202	Bushels	3,520	17.4	175
Potatoes	2,225	Bushels	200,850	90.2	2,415
Beans	329	Bushels	2,785	8.4	266
Cultivated hay	850	Tons	950	....	166
Other products	204	.....	.....	.....	482
Total acres cultivated	7,346	.....	.....	.....	9,728

MISCELLANEOUS, 1894.

Wild hay, tons	10,182	Honey, pounds	2,090
Timothy seed, bushels	370	Maple syrup, gallons, 1895	1,165
Clover seed, bushels	60	Butter, pounds	163,820
Apple trees, growing	350	Wool, pounds, fall 1894	1,997
Apple trees, bearing	200	Wool, pounds, spring 1895	1,798
Apples, bushels	240	Number of farms, 1895	623
Bees, number of hives	195		

FARM STOCK, 1895.

Number of milch cows	1,257
Number of horses, all ages	1,212
Number of cattle, all ages, including milch cows	2,253
Number of sheep	689
Number of hogs	411

MORRISON COUNTY.

(Population, 1895, 19,163; County Seat, Little Falls.)

AGRICULTURE

Product.	Acres, 1894.	Product.	Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	21,486	Bushels	264,658	12.3	20,079
Oats	10,164	Bushels	206,925	20.3	12,408
Corn	7,106	Bushels	120,963	17.0	9,350
Barley	487	Bushels	7,118	14.6	554
Rye	2,745	Bushels	48,089	17.5	3,916
Buckwheat	108	Bushels	315	2.9	42
Potatoes	1,354	Bushels	55,060	40.6	1,470
Beans	75	Bushels	472	6.2	104
Sugar cane	41	Syrup, gals. ...	1,418	34.5	68
Cultivated hay	664	Tons	632	....	741
Flax seed	215	Bushels	999	4.6	200
Other products	150	.....	.....	.....	119
Total acres cultivated	44,595	.....	.....	.....	49,051

MISCELLANEOUS, 1894.

Wild hay, tons	11,218	Bees, number of hives	121
Timothy seed, bushels	486	Honey, pounds	2,157
Clover seed, bushels	2	Maple syrup, gallons, 1895	245
Apple trees, growing	797	Butter, pounds	138,283
Apple trees, bearing	200	Cheese, pounds	2,055
Apples, bushels	50	Wool, pounds, fall 1894	2,470
Grape vines, bearing	24	Wool, pounds, spring 1895	9,181
Grapes, pounds	12	Number of creameries, 1895	1
Tobacco, pounds	491	Number of farms, 1895	1,055

FARM STOCK, 1895.

Number of milch cows	2,864
Number of horses, all ages	2,884
Number of cattle, all ages, including milch cows	6,681
Number of sheep	1,954
Number of hogs	2,988

MOWER COUNTY.

(Population, 1895, 21,546; County Seat, Austin.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	7,012	Bushels	119,903	17.0	7,180
Oats ..	49,400	Bushels	1,583,870	32.0	62,307
Corn	25,106	Bushels	346,997	13.8	22,358
Barley	26,510	Bushels	620,270	23.3	29,328
Rye	312	Bushels	3,662	11.7	445
Buckwheat	848	Bushels	6,961	8.2	1,739
Potatoes	1,749	Bushels	89,728	51.3	2,249
Beans	4	Bushels	48	12.0	59
Cultivated hay	21,834	Tons	21,802	....	32,133
Flax seed	17,349	Bushels	152,742	8.8	14,344
Other products	15,822	.....	.....	....	11,435
Total acres cultivated	174,853	.....	.....	....	183,512

MISCELLANEOUS, 1894.

Wild hay, tons	8,928	Bees, number of hives	353
Timothy seed, bushels	79,582	Honey, pounds	8,074
Clover seed, bushels	1,385	Butter, pounds	745,900
Apple trees, growing	10,401	Cheese, pounds	9,300
Apple trees, bearing	3,664	Wool, pounds, fall 1894	8,448
Apples, bushels	3,340	Wool, pounds, spring 1895	10,622
Grape vines, bearing	55	Number of creameries, 1895	4
Tobacco, pounds	500	Number of farms, 1895	691

FARM STOCK, 1895.

Number of milch cows	5,749
Number of horses, all ages	7,271
Number of cattle, all ages, including milch cows	18,059
Number of sheep	3,570
Number of hogs	4,894

NICOLLET COUNTY.

(Population, 1895, 14,299; County Seat, St. Peter.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	65,010	Bushels	1,109,235	17.0	63,040
Oats	19,270	Bushels	725,550	37.6	24,530
Corn	20,040	Bushels	587,390	29.3	25,760
Barley	3,565	Bushels	78,570	22.0	7,590
Rye	1,080	Bushels	1,830	1.6	3,025
Buckwheat	5	Bushels	25	5.0	3
Potatoes	1,095	Bushels	61,730	56.3	1,405
Beans	10	Bushels	50	5.0	87
Sugar cane	383	Syrup, gals.	29,860	77.9	333
Cultivated hay	2,215	Tons	3,970	....	2,645
Flax seed	3,425	Bushels	36,630	10.6	6,440
Other products	73	.....	.....	....	91
Total acres cultivated	116,171	.....	.....	....	134,768

MISCELLANEOUS, 1894.

Wild hay, tons	36,495	Bees, number of hives	767
Timothy seed, bushels	360	Honey, pounds	23,305
Clover seed, bushels	60	Butter, pounds	447,840
Apple trees, growing	11,330	Cheese, pounds	3,605
Apple trees, bearing	3,990	Wool, pounds, fall 1894	15,625
Apples, bushels	1,620	Wool, pounds, spring 1895	18,995
Grape vines, bearing	602	Number of creameries, 1895	6
Grapes, pounds	1,990	Number of farms, 1895	1,299

FARM STOCK, 1895.

Number of milch cows	7,630
Number of horses, all ages	8,581
Number of cattle, all ages, including milch cows	14,670
Number of sheep	3,235
Number of hogs	13,290

NOBLES COUNTY.

(Population, 1895, 11,905; County Seat, Worthington.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	64,437	Bushels	806,508	12.5	70,727
Oats	49,296	Bushels	889,558	18.0	51,462
Corn	32,823	Bushels	490,467	14.9	52,729
Barley	24,146	Bushels	287,667	11.9	33,173
Rye	473	Bushels	7,713	16.3	733
Buckwheat	46	Bushels	190	4.1	87
Potatoes	887	Bushels	37,391	42.1	1,311
Beans	101	Bushels	607	6.0	92
Sugar cane	6	Syrup gals.	219	36.5	11
Cultivated hay	10,974	Tons	5,026	....	12,833
Flax seed	17,255	Bushels	69,639	4.0	16,015
Other products	253	.....	.....	....	589
Total acres cultivated	200,497	.....	.....	....	239,762

MISCELLANEOUS, 1894.

Wild hay, tons	24,643	Honey, pounds	368
Timothy seed, bushels	5,694	Butter, pounds	233,314
Clover seed, bushels	93	Cheese, pounds	18,538
Apple trees, growing	19,909	Wool, pounds, fall 1894	22,454
Apple trees, bearing	1,188	Wool, pounds, spring 1895	20,797
Apples, bushels	564	Number of cheese factories, 1895 ..	1
Grape vines, bearing	381	Number of creameries, 1895	3
Grapes, pounds	352	Number of farms, 1895	1,167
Bees, number of hives	135		

FARM STOCK, 1895.

Number of milch cows	4,607
Number of horses, all ages	7,305
Number of cattle, all ages, including milch cows	14,121
Number of sheep	7,040
Number of hogs	14,585

NORMAN COUNTY.

(Population, 1895, 13,470; County Seat, Ada.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	95,648	Bushels	1,261,454	13.1	80,154
Oats	24,055	Bushels	631,364	26.2	26,238
Corn	432	Bushels	15,387	35.6	2,270
Barley	7,134	Bushels	152,700	21.4	8,698
Rye	277	Bushels	3,055	11.0	202
Buckwheat	5	Bushels	18	3.6	24
Potatoes	683	Bushels	62,906	92.1	1,428
Beans	25	Bushels	308	12.3	125
Sugar cane .....	.....	.....	.....	....	21
Cultivated hay	3,572	Tons	5,035	....	5,294
Flax seed	1,130	Bushels	12,424	10.9	7,611
Other products	20	.....	.....	....	169
Total acres cultivated	132,981	.....	.....	....	132,234

MISCELLANEOUS, 1894.

Wild hay, tons	26,781	Cheese, pounds	2,380
Timothy seed, bushels	1,008	Wool, pounds, fall 1894	3,325
Apple trees, growing	504	Wool, pounds, spring 1895	15,763
Apple trees, bearing	59	Number of creameries, 1895	2
Apples, bushels	31	Number of farms, 1895	1,427
Butter, pounds	364,346		

FARM STOCK, 1895.

Number of milch cows	4,662
Number of horses, all ages	6,430
Number of cattle, all ages, including milch cows	10,056
Number of sheep	4,935
Number of hogs	2,940

OLMSTED COUNTY.

(Population, 1895, 22,316; County Seat, Rochester.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	10,501	Bushels	183,657	17.4	9,485
Oats	41,275	Bushels	1,515,389	36.7	45,489
Corn	28,361	Bushels	458,619	16.1	38,282
Barley	56,764	Bushels	1,531,905	26.9	56,145
Rye	1,959	Bushels	33,273	16.9	1,733
Buckwheat	236	Bushels	1,394	5.9	134
Potatoes	1,367	Bushels	159,009	116.3	1,689
Beans	115	Bushels	528	4.5	204
Sugar cane	19	Syrup, gals.	324	17.0	10
Cultivated hay	22,052	Tons	25,509	....	20,847
Flax seed	15,222	Bushels	244,760	16.0	22,575
Other products	4,931	.....	.....	....	4,490
Total acres cultivated	182,802	.....	.....	....	201,083

MISCELLANEOUS, 1894.

Wild hay, tons	6,533	Honey, pounds	11,187
Timothy seed, bushels	37,581	Maple syrup, gallons, 1895	28
Clover seed, bushels	1,240	Butter, pounds	930,717
Apple trees, growing	27,373	Cheese, pounds	95,200
Apple trees, bearing	13,183	Wool, pounds, fall 1894	32,837
Apples, bushels	9,250	Wool, pounds, spring 1895	45,162
Grape vines, bearing	3,344	Number of cheese factories, 1895 ..	2
Grapes, pounds	1,248	Number of creameries, 1895	8
Bees, number of hives	643	Number of farms, 1895	2,061

FARM STOCK, 1895.

Number of milch cows	10,329
Number of horses, all ages	9,475
Number of cattle, all ages, including milch cows	19,216
Number of sheep	9,904
Number of hogs	14,234

OTTER TAIL COUNTY.

(Population, 1895, 39,453; County Seat, Fergus Falls.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	72,266	Bushels	810,148	11.2	66,026
Oats	19,280	Bushels	384,213	19.9	19,705
Corn	6,669	Bushels	95,668	14.3	11,320
Barley	1,592	Bushels	23,322	14.6	1,830
Rye	494	Bushels	3,254	6.5	980
Buckwheat	58	Bushels	85	1.4	71
Potatoes	1,432	Bushels	71,390	49.8	1,898
Beans	195	Bushels	915	4.6	339
Sugar cane	53	Syrup, gals.	1,204	36.4	84
Cultivated hay	3,617	Tons	3,232	....	2,874
Flax seed	131	Bushels	808	6.1	460
Other products	183	.....	.....	....	262
Total acres cultivated	105,950	.....	.....	....	105,849

FARM STOCK, 1895.

Wild hay, tons	31,271	Bees, number of hives	151
Timothy seed, bushels	361	Honey, pounds	2,545
Apple trees, growing	845	Butter, pounds	395,914
Apple trees, bearing	233	Cheese, pounds	15,405
Apples, bushels	100	Wool, pounds, fall 1894	10,914
Grape vines, bearing	8	Wool, pounds, spring 1895	21,374
Tobacco, pounds	232	Number of creameries, 1895	3

FARM STOCK, 1895.

Number of milch cows	6,430
Number of horses, all ages	6,492
Number of cattle, all ages, including milch cows	15,996
Number of sheep	6,829
Number of hogs	4,293

PINE COUNTY.

(Population, 1895, 8,631; County Seat, Pine County.)

AGRICULTURE.					
Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	411	Bushels	6,172	15.0	399
Oats	545	Bushels	11,093	20.3	762
Corn	150	Bushels	3,757	25.0	333
Barley	41	Bushels	708	17.2	113
Rye	82	Bushels	1,344	16.3	261
Buckwheat	5	Bushels	49	9.8	5
Potatoes	515	Bushels	26,268	51.0	665
Beans		Bushels	316		82
Sugar cane.....					10
Cultivated hay.....	1,382	Tons	1,455		1,411
Other products	130				122
Total acres cultivated.....	3,328				4,165

MISCELLANEOUS, 1894.

Wild hay, tons.....	1,114	Honey, pounds.....	4,500
Apple trees, growing.....	412	Butter, pounds.....	53,771
Apple trees, bearing.....	89	Cheese, pounds.....	141
Apples, bushels.....	28	Wool, pounds, fall 1894.....	673
Grape vines, bearing.....	30	Wool, pounds, spring 1895.....	1,111
Grapes, pounds.....	12	Number of farms, 1894.....	102
Tobacco, pounds.....	280		

FARM STOCK, 1895.

Number of milch cows.....	603
Number of horses, all ages.....	390
Number of cattle, all ages, including milch cows.....	1,355
Number of sheep.....	353
Number of hogs.....	221

POLK COUNTY.

(Population, 1895, 39,209; County Seat, Crookston.)

AGRICULTURE.					
Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	73,233	Bushels	858,528	11.7	75,242
Oats	20,616	Bushels	385,935	18.7	24,495
Corn	759	Bushels	9,507	12.5	1,427
Barley	6,728	Bushels	91,125	13.5	7,987
Rye	301	Bushels	1,887	6.2	112
Buckwheat	13	Bushels	156	12.0	37
Potatoes	690	Bushels	39,355	57.0	939
Beans	68	Bushels	1,185	17.0	47
Cultivated hay.....	2,560	Tons	2,084		4,558
Flax seed.....	584	Bushels	3,768	6.4	2,755
Other products.....	7				133
Total acres cultivated.....	105,550				117,732

MISCELLANEOUS, 1894.

Wild hay, tons.....	17,023	Honey, pounds.....	25
Timothy seed, bushels.....	91	Butter, pounds.....	171,652
Apple trees, growing.....	93	Cheese, pounds.....	6,354
Apple trees, bearing.....	33	Wool, pounds, fall 1894.....	2,561
Apples, bushels.....	58	Wool, pounds, spring 1895.....	11,149
Tobacco, pounds.....	115	Number of creameries, 1895.....	4
Bees, number of hives.....	1	Number of farms, 1894.....	1,173

FARM STOCK, 1895.

Number of milch cows.....	2,833
Number of horses, all ages.....	4,460
Number of cattle, all ages, including milch cows.....	8,939
Number of sheep.....	2,527
Number of hogs.....	3,037

RAMSEY COUNTY.

(Population, 1895, 147,537; County Seat, St. Paul.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	350	Bushels	4,597	12.0	306
Oats	4,266	Bushels	96,174	22.5	4,850
Corn	1,731	Bushels	24,464	15.9	1,937
Barley	459	Bushels	10,718	23.3	443
Rye	431	Bushels	5,924	13.7	724
Buckwheat	10	Bushels	40	4.0	8
Potatoes	1,596	Bushels	52,096	32.6	1,609
Beans	15	Bushels	48	3.2	36
Sugar cane .....	.....	Syrup, gals.	260	.....	.....
Cultivated hay	4,037	Tons	4,394	.....	2,777
Flax seed	12	.....	.....	.....	8
Other products	1,512	.....	.....	.....	1,698
Total acres cultivated	14,184	.....	.....	.....	15,167

MISCELLANEOUS, 1894.

Wild hay, tons	3,885	Bees, number of hives	150
Timothy seed, bushels	31	Butter, pounds	1,195
Apple trees, growing	5,609	Cheese, pounds	72,933
Apple trees, bearing	331	Wool, pounds, fall 1894	12
Apples, bushels	140	Wool, pounds, spring 1895	6,786
Grape vines, bearing	2,383	Number of creameries, 1895	2
Grapes, pounds	4,393	Number of farms, 1895	1,173
Tobacco, pounds	21		

*FARM STOCK, 1895.

Number of milch cows	1,027
Number of horses, all ages	991
Number of cattle, all ages, including milch cows	1,920
Number of sheep	945
Number of hogs	535

*St. Paul not included.

REDWOOD COUNTY.

(Population, 1895, 13,533; County Seat, Redwood Falls.)

AGRICULTURE.

Product.	Acres. 1894.		1894.	Acres.	1895.
Wheat	102,973	Bushels	1,205,995	11.7	103,270
Oats	34,930	Bushels	474,393	13.5	33,866
Corn	27,606	Bushels	308,635	11.1	36,043
Barley	5,653	Bushels	57,183	10.1	8,576
Rye	17	Bushels	258	15.1	174
Buckwheat .....	.....	Bushels .....	.....	.....	17
Potatoes	1,058	Bushels	44,033	41.6	1,485
Beans	33	Bushels	347	10.5	87
Sugar cane	6	Syrup, gals.	262	43.6	21
Cultivated hay	845	Tons	405	.....	1,471
Flax seed	13,169	Bushels	78,367	5.9	14,110
Other products	110	.....	.....	.....	646
Total acres cultivated	186,400	.....	.....	.....	190,796

MISCELLANEOUS, 1894.

Wild hay, tons	34,819	Honey, pounds	1,260
Timothy seed, bushels	453	Butter, pounds	532,738
Apple trees, growing	3,122	Cheese, pounds	1,640
Apple trees, bearing	456	Wool, pounds, fall 1894	9,544
Apples, bushels	198	Wool, pounds, spring 1895	19,567
Grape vines, bearing	107	Number of creameries, 1895	6
Bees, number of hives	27	Number of farms, 1895	1,512

FARM STOCK, 1895.

Number of milch cows	1,092
Number of horses, all ages	8,946
Number of cattle, all ages, including milch cows	21,196
Number of sheep	6,554
Number of hogs	7,494

RENVILLE COUNTY.

(Population, 1895, 21,818; County Seat, Beaver Falls.)

AGRICULTURE.

Product	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres. 1895.
Wheat	150,575	Bushels	2,293,829	15.2	137,147
Oats	38,645	Bushels	930,244	24.0	43,638
Corn	29,351	Bushels	548,835	18.6	39,808
Barley	6,237	Bushels	136,825	21.9	11,933
Rye	1,131	Bushels	21,529	19.0	3,811
Buckwheat	104	Bushels	1,194	11.4	79
Potatoes	1,085	Bushels	51,223	47.2	1,523
Beans	51	Bushels	665	13.0	72
Sugar cane	82	Syrub, gals. . .	5,571	67.9	78
Cultivated hay	1,733	Tons	2,028	....	1,776
Flax seed	17,302	Bushels	130,542	7.5	28,659
Other products	145	.....	.....	....	213
Total acres cultivated.....	246,441	.....	.....	....	268,740

MISCELLANEOUS, 1894.

Wild hay, tons.....	50,563	Bees, number of hives.....	103
Timothy seed, bushels.....	1,499	Honey, pounds	1,237
Apple trees, growing	3,415	Butter, pounds	470,819
Apple trees, bearing.....	513	Cheese, pounds	1,358
Apples, bushels	154	Wool, pounds, fall 1894.....	14,477
Grape vines, bearing.....	355	Wool, pounds, spring 1895.....	14,746
Grapes, pounds.....	747	Number of farms, 1895.....	1,558

FARM STOCK, 1895.

Number of milch cows.....	7,129
Number of horses, all ages.....	12,312
Number of cattle, all ages, including milch cows.....	18,197
Number of sheep.....	4,816
Number of hogs.....	8,996

RICE COUNTY.

(Population, 1895, 26,837; County Seat, Faribault.)

AGRICULTURE.

Product	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895
Wheat	28,947	Bushels	564,989	19.5	25,410
Oats	27,928	Bushels	1,038,545	37.1	31,506
Corn	19,230	Bushels	373,500	19.4	28,660
Barley	3,993	Bushels	112,204	28.1	8,179
Rye	4,352	Bushels	84,801	19.4	3,410
Buckwheat	113	Bushels	816	7.2	94
Potatoes	1,370	Bushels	72,141	52.6	1,940
Beans	39	Bushels	371	9.5	39
Sugar cane	110	Syrup, gals. . .	8,943	81.3	124
Cultivated hay	9,030	Tons	11,171	....	9,051
Flax seed	4,992	Bushels	67,101	13.4	7,805
Other products.....	1,470	.....	.....	....	1,067
Total acres cultivated.....	101,574	.....	.....	....	117,290

MISCELLANEOUS, 1894.

Wild hay, tons.....	19,317	Honey, pounds	5,490
Timothy seed, bushels.....	1,928	Maple syrup, gallons, 1895.....	67
Clover seed, bushels.....	819	Butter, pounds	640,418
Apple trees, growing	27,429	Cheese, pounds	1,400
Apple trees, bearing.....	3,448	Wool, pounds, fall 1894.....	11,323
Apples, bushels	1,387	Wool, pounds, spring 1895.....	22,876
Grape vines, bearing.....	2,389	Number of cheese factories, 1895..	1
Grapes, pounds.....	7,481	Number of creameries, 1895.....	17
Bees, number of hives.....	547	Number of farms, 1895.....	1,827

FARM STOCK, 1895.

Number of milch cows.....	10,864
Number of horses, all ages.....	7,140
Number of cattle, all ages, including milch cows.....	16,839
Number of sheep.....	5,932
Number of hogs.....	9,785

ROCK COUNTY.

(Population, 1895, 8,597; County Seat, Luverne.)

AGRICULTURE.

Product	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	41,524	Bushels	347,371	8.3	40,598
Oats	24,639	Bushels	293,883	11.9	28,728
Corn	24,930	Bushels	232,762	9.3	32,804
Barley	24,818	Bushels	203,396	8.1	25,042
Rye	52	Bushels	726	13.8	245
Buckwheat	3	Bushels	26	8.6	.....
Potatoes	561	Bushels	24,863	44.3	799
Beans	12	Bushels	27	2.2	66
Cultivated hay.....	2,826	Tons	1,487	....	3,160
Flax seed.....	4,729	Bushels	13,912	2.9	4,773
Other products.....	.....	.....	.....	....	30
Total acres cultivated.....	124,134	.....	.....	....	136,299

MISCELLANEOUS, 1894.

Wild hay, tons.....	4,655	Grapes, pounds	147
Timothy seed, bushels.....	302	Bees, number of hives.....	4
Clover seed, bushels.....	15	Honey, pounds	6
Apple trees, growing.....	4,947	Butter, pounds	224,106
Apple trees, bearing.....	1,516	Wool, pounds, fall 1894.....	4,721
Apples, bushels.....	299	Wool, pounds, spring 1895.....	9,090
Grape vines, bearing.....	77	Number of farms, 1895.....	843

FARM STOCK, 1895.

Number of milch cows.....	3,083
Number of horses, all ages.....	4,831
Number of cattle, all ages, including milch cows.....	6,169
Number of sheep.....	2,633
Number of hogs.....	7,986

ROSEAU COUNTY.

(Population, 1895, 3,493; County Seat, Roseau.)

AGRICULTURE.

Product.	Acres. 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	547	Bushels	8,762	16.0	986
Oats	186	Bushels	5,295	28.4	355
Corn	8	Bushels	153	19.1	26
Barley	427	Bushels	9,263	21.6	593
Rye	17	Bushels	250	14.7	23
Potatoes .....	.....	Bushels	5,743	....	77
Beans	2	Bushels	13	6.5	1
Flax .....	.....	.....	.....	....	22
Other products	28	.....	.....	....	50
Total acres cultivated.....	1,215	.....	.....	....	2,047

MISCELLANEOUS, 1894.

Wild hay, tons.....	5,720	Wool, pounds, spring 1895.....	1,821
Butter pounds.....	41,686	Number of farms, 1895.....	131
Cheese, pounds	1,945		

FARM STOCK, 1895.

Number of milch cows.....	688
Number of horses, all ages.....	379
Number of cattle, all ages, including milch cows.....	2,947
Number of sheep.....	790
Number of hogs.....	221

ST. LOUIS COUNTY.

(Population, 1895, 78,575; County Seat, Duluth.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	4	Bushels	30	7.5	8
Oats	254	Bushels	1,112	4.7	376
Corn	2	Bushels	26	13.0	34
Barley	43	Bushels	162	3.7	30
Rye	97	Bushels	636	6.5	167
Buckwheat	1	Bushels	40	40.0	4
Potatoes	450	Bushels	23,519	63.3	525
Beans	3				43
Sugar cane	50				
Cultivated hay	1,741	Tons	872		1,740
Flax					2
Other products.....					147
Total acres cultivated.....	2,814				2,257

MISCELLANEOUS, 1894.

Wild hay, tons	395	Honey, pounds.....	4,000
Apple trees, growing.....	30	Butter, pounds	9,586
Apple trees, bearing.....	4	Cheese, pounds	1,170
Apples, bushels	1	Wool, pounds, fall 1894.....	52
Grapes, pounds.....	125	Wool, pounds, spring 1895.....	72
Tobacco, pounds	67	Number of farms, 1895.....	242
Bees, number of hives.....	43		

FARM STOCK, 1895.

Number of milch cows.....	359
Number of horses, all ages.....	263
Number of cattle, all ages, including milch cows.....	707
Number of sheep.....	163
Number of hogs.....	170

SCOTT COUNTY.

(Population, 1895, 15,035; County Seat, Shakopee.)

AGRICULTURE.

Product.	Acres, 1894.		1894. Yield.	Acres. Yield per	1895. Acres.
Wheat	38,108	Bushels	562,702	14.7	34,471
Oats	9,230	Bushels	269,157	29.1	15,596
Corn	12,495	Bushels	305,185	24.4	13,275
Barley	600	Bushels	10,779	17.9	1,422
Rye	4,923	Bushels	75,384	15.3	5,258
Buckwheat	39	Bushels	371	9.5	23
Potatoes	1,113	Bushels	35,768	32.1	1,165
Beans	64	Bushels	232	3.6	45
Sugar cane	86	Syrup, gals....	2,705	31.4	105
Cultivated hay	1,313	Tons	1,605		1,107
Flax seed	45	Bushels	580	12.8	19
Other products	255				206
Total acres cultivated.....	68,801				73,084

MISCELLANEOUS, 1894.

Wild hay, tons.....	12,326	Honey, pounds	16,458
Timothy seed, bushels.....	1,002	Butter, pounds	309,555
Clover seed, bushels.....	336	Cheese, pounds	10,580
Apple trees, growing.....	1,759	Wool, pounds, fall 1894.....	6,312
Apple trees, bearing.....	1,216	Wool, pounds, spring 1895.....	12,822
Apples, bushels.....	1,528	Number of cheese factories, 1895..	1
Grape vines, bearing.....	1,936	Number of creameries, 1895.....	4
Grapes, pounds.....	8,625	Number of farms, 1895.....	1,484
Bees, number of hives.....	502		

FARM STOCK, 1895.

Number of milch cows.....	6,364
Number of horses, all ages.....	4,868
Number of cattle, all ages, including milch cows.....	10,407
Number of sheep.....	3,970
Number of hogs.....	6,034

SHERBURNE COUNTY.

(Population, 1895, 7,137; County Seat, Elk River.)

AGRICULTURE.

Product.	Acres, 1894.		Yield. 1894.	Yield per Acre.	Acres, 1895.
Wheat	3,774	Bushels	18,966	5.0	2,532
Oats	5,010	Bushels	28,735	5.7	3,263
Corn	15,995	Bushels	59,020	36.8	18,664
Barley	7	Bushels	30	4.2	12
Rye	7,094	Bushels	63,726	8.9	12,013
Buckwheat	2	Bushels	27	13.5	7
Potatoes	2,359	Bushels	64,763	27.4	3,230
Beans	141	Bushels	429	3.0	264
Sugar cane	17	Syrup, gals. . .	532	31.2	24
Cultivated hay	1,244	Tons	593	....	1,063
Flax .....	....	....	....	....	5
Other products	66	....	....	....	170
Total acres cultivated.....	35,709	....	....	....	41,247

MISCELLANEOUS, 1894.

Wild hay, tons.....	16,282	Bees, number of hives.....	10
Timothy seed, bushels.....	225	Honey, pounds	230
Clover seed, bushels.....	10	Butter, pounds	177,818
Apple trees, growing.....	452	Wool, pounds, fall 1894.....	477
Apple trees, bearing.....	158	Wool, pounds, spring 1895.....	3,039
Apples, bushels.....	10	Number of creameries, 1895.....	2
Tobacco, pounds.....	40	Number of farms, 1895.....	394

FARM STOCK, 1895.

Number of milch cows.....	3,358
Number of horses, all ages.....	2,240
Number of cattle, all ages, including milch cows.....	9,626
Number of sheep.....	822
Number of hogs.....	1,605

SIBLEY COUNTY.

(Population, 1895, 16,436; County Seat, Henderson.)

AGRICULTURE.

Product.	Acres, 1894.		Yield. 1894.	Yield per Acre.	Acres, 1895.
Wheat	69,963	Bushels	1,142,861	16.3	65,913
Oats	22,930	Bushels	667,524	29.1	24,521
Corn	19,561	Bushels	432,562	22.1	22,725
Barley	4,272	Bushels	76,751	17.9	5,849
Rye	2,658	Bushels	36,896	13.8	3,103
Buckwheat	46	Bushels	542	11.7	37
Potatoes	1,152	Bushels	38,988	33.8	1,286
Beans	19	Bushels	355	18.6	36
Sugar cane	133	Syrup, gals. . .	9,038	67.9	127
Cultivated hay	782	Tons	942	....	554
Flax seed.....	2,093	Bushels	16,675	7.9	5,086
Other products	64	....	123,673	....	58
Total acres cultivated.....	123,673	....	....	....	129,295

MISCELLANEOUS, 1894.

Wild hay, tons.....	42,380	Tobacco, pounds	175
Timothy seed, bushels.....	351	Bees, number of hives.....	577
Clover seed, bushels.....	5	Honey, pounds	6,703
Apple trees, growing.....	4,558	Butter, pounds	344,184
Apple trees, bearing.....	1,315	Cheese, pounds	3,077
Apples, bushels.....	1,432	Wool, pounds, fall 1894.....	8,176
Grape vines, bearing.....	517	Wool, pounds, spring 1895.....	18,920
Grapes, pounds	1,367	Number of farms, 1895.....	1,867

FARM STOCK, 1895.

Number of milch cows.....	9,652
Number of horses, all ages.....	8,114
Number of cattle, all ages, including milch cows.....	14,969
Number of sheep.....	5,814
Number of hogs.....	10,340

STEARNS COUNTY.

(Population, 1895, 39,925; County Seat, St. Cloud.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	113,277	Bushels	1,319,273	11.6	101,045
Oats	33,217	Bushels	706,574	21.2	38,647
Corn	21,198	Bushels	272,548	12.8	27,354
Barley	5,155	Bushels	108,714	21.0	7,552
Rye	5,278	Bushels	83,502	5.8	10,038
Buckwheat	56	Bushels	388	6.9	115
Potatoes	3,313	Bushels	127,567	38.5	4,269
Beans	96	Bushels	530	5.5	139
Sugar cane	45	Syrup, gals...	2,348	52.1	77
Cultivated hay	2,942	Tons	2,861	...	2,673
Flax seed	960	Bushels	6,228	6.4	2,246
Other products	164	.....	.....	.....	210
Total acres cultivated	185,705	.....	.....	.....	194,460

MISCELLANEOUS, 1894.

Wild hay, tons	119,808	Bees, number of hives	283
Timothy seed, bushels	256	Honey, pounds	6,350
Clover seed, bushels	40	Butter, pounds	567,937
Apple trees, growing	1,891	Cheese, pounds	938
Apple trees, bearing	612	Wool, pounds, fall 1894	5,660
Apples, bushels	320	Wool, pounds, spring 1895	24,312
Grape vines, bearing	41	Number of cheese factories, 1895 ..	1
Grapes, pounds	147	Number of creameries, 1895	5
Tobacco, pounds	25	Number of farms, 1895	2,958

FARM STOCK, 1895.

Number of milch cows	11,489
Number of horses, all ages	11,528
Number of cattle, all ages, including milch cows	31,765
Number of sheep	4,993
Number of hogs	10,395

STEVENS COUNTY.

(Population, 1895, 6,543; County Seat, Morris.)

AGRICULTURE

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	44,498	Bushels	840,132	18.8	44,841
Oats	20,595	Bushels	659,181	32.0	22,010
Corn	1,653	Bushels	40,810	24.6	2,645
Barley	2,128	Bushels	41,377	19.4	2,245
Rye	201	Bushels	2,660	13.2	125
Buckwheat	141	Bushels	2,700	19.1	165
Potatoes	1,025	Bushels	78,282	76.3	1,475
Beans	159	Bushels	2,035	12.7	168
Sugar cane	3	Syrup, gals...	600	200.0	.....
Cultivated hay	1,154	Tons	1,519	...	975
Flax seed	5,638	Bushels	63,587	11.2	4,185
Other products	775	.....	.....	.....	462
Total acres cultivated	77,970	.....	.....	.....	79,296

MISCELLANEOUS, 1894.

Wild hay, tons	28,655	Tobacco, pounds	935
Timothy seed, bushels	175	Bees, number of hives	126
Clover seed, bushels	40	Honey, pounds	3,200
Apple trees, growing	1,465	Butter, pounds	206,410
Apple trees, bearing	645	Cheese, pounds	64,942
Apples, bushels	355	Wool, pounds, spring 1895	13,120
Grape vines, bearing	20	Number of farms, 1895	931
Grapes, pounds	50		

FARM STOCK, 1895.

Number of milch cows	2,946
Number of horses, all ages	5,175
Number of cattle, all ages, including milch cows	8,362
Number of sheep	2,390
Number of hogs	1,764

SWIFT COUNTY.

(Population, 1895, 11,846; County Seat, Benson.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	90,687	Bushels	1,007,976	11.1	83,571
Oats	28,265	Bushels	503,089	17.7	31,049
Corn	5,331	Bushels	89,779	16.8	8,778
Barley	1,889	Bushels	31,718	15.9	2,911
Rye	50	Bushels	585	11.7	119
Buckwheat	1	Bushels	10	10.0	15
Potatoes	831	Bushels	44,660	53.7	1,116
Beans	14	Bushels	115	8.1	45
Sugar cane	4	Syrup, gals...	512	78.0	4
Cultivated hay	390	Tons	448	...	495
Flax seed	6,614	Bushels	35,304	5.3	10,665
Other products	22	.....	.....	...	63
Total acres cultivated.....	134,198	.....	.....	.....	138,831

MISCELLANEOUS, 1894.

Wild hay, tons	46,540	Butter, pounds	273,601
Timothy seed, bushels.....	71	Cheese, pounds	4,215
Apple trees, growing.....	609	Wool, pounds, fall 1894.....	4,468
Apple trees, bearing.....	199	Wool, pounds, spring 1895.....	9,114
Apples, bushels	57	Number of cheese factories, 1895..	1
Grape vines, bearing.....	5	Number of creameries, 1895.....	1
Bees, number of hives.....	18	Number of farms, 1895.....	1,411
Honey, pounds	400		

FARM STOCK, 1895.

Number of milch cows.....	4,953
Number of horses, all ages.....	6,399
Number of cattle, all ages, including milch cows.....	9,133
Number of sheep.....	2,269
Number of hogs.....	2,478

TODD COUNTY.

(Population, 1895, 17,674; County Seat, Long Prairie.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	15,041	Bushels	174,568	11.6	15,185
Oats	5,710	Bushels	82,826	14.5	4,598
Corn	5,394	Bushels	57,422	16.4	5,249
Barley	482	Bushels	5,229	10.8	514
Rye	635	Bushels	4,701	7.4	1,217
Buckwheat	55	Bushels	458	8.3	64
Potatoes	699	Bushels	31,123	44.5	908
Beans	67	Bushels	425	6.3	138
Sugar cane	30	Syrup, gals...	1,184	39.4	97
Cultivated hay	280	Tons	303	...	197
Flax seed	81	Bushels	461	5.6	378
Other products	53	.....	.....	...	82
Total acres cultivated.....	28,527	.....	.....	.....	28,627

MISCELLANEOUS, 1894.

Wild hay, tons.....	14,181	Maple syrup, gallons, 1895.....	10
Timothy seed, bushels.....	19	Butter, pounds	153,734
Apple trees, growing.....	1,009	Cheese, pounds	2,030
Apple trees, bearing.....	177	Wool, pounds, fall 1894.....	3,091
Apples, bushels.....	49	Wool, pounds, spring 1895.....	11,418
Tobacco, pounds	75	Number of creameries, 1895.....	1
Bees, number of hives.....	3	Number of farms, 1895.....	811
Honey, pounds	80		

FARM STOCK, 1895.

Number of milch cows.....	2,268
Number of horses, all ages.....	2,554
Number of cattle, all ages, including milch cows.....	6,868
Number of sheep.....	2,321
Number of hogs.....	1,430

TRAVERSE COUNTY.

(Population, 1895, 6,064; County Seat, Wheaton.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	35,326	Bushels	345,983	9.7	33,627
Oats	7,387	Bushels	139,721	18.9	9,406
Corn	788	Bushels	9,981	12.6	2,542
Barley	1,119	Bushels	12,460	11.1	2,202
Rye	17	Bushels	85	5.0	4
Buckwheat					607
Potatoes	517	Bushels	10,610	20.5	
Beans					239
Sugar cane					220
Cultivated hay	254	Tons	525		753
Flax seed	383	Bushels	2,933	7.6	2,202
Other products					203
Total acres cultivated.....	45,857				41,623

MISCELLANEOUS, 1894.

Wild hay, tons.....	9,707	Cheese, pounds	50
Apple trees, growing.....	215	Wool, pounds, fall 1894.....	501
Apple trees, bearing.....	62	Wool, pounds, spring 1895.....	1,059
Apples, bushels	6	Number of creameries, 1895.....	2
Butter, pounds	78,335		

FARM STOCK, 1895.

Number of milch cows.....			989
Number of horses, all ages.....			1,762
Number of cattle, all ages, including milch cows.....			3,045
Number of sheep.....			222
Number of hogs.....			651

WABASHA COUNTY.

(Population, 1895, 18,587; County Seat, Wabasha.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	14,418	Bushels	208,443	14.4	11,701
Oats	26,515	Bushels	819,335	30.9	28,101
Corn	21,716	Bushels	390,989	18.0	23,263
Barley	56,729	Bushels	1,429,719	25.2	60,407
Rye	5,337	Bushels	98,695	18.4	3,817
Buckwheat	188	Bushels	1,701	9.0	190
Potatoes	1,232	Bushels	80,523	65.3	1,387
Beans	44	Bushels	227	5.0	37
Cultivated hay.....	13,661	Tons	16,163		11,923
Flax seed	2,369	Bushels	5,835	2.4	2,813
Other products	1,528				1,809
Total acres cultivated.....	143,737				145,450

MISCELLANEOUS, 1894.

Wild hay, tons.....	3,302	Bees, number of hives.....	693
Timothy seed, bushels.....	4,556	Honey, pounds	22,222
Clover seed, bushels	1,616	Butter, pounds	602,173
Apple trees, growing.....	12,768	Cheese, pounds	320
Apple trees, bearing.....	6,070	Wool, pounds, fall 1894.....	17,458
Apples, bushels	3,954	Wool, pounds, spring 1895.....	25,105
Grape vines, bearing.....	1,470	Number of creameries, 1895.....	2
Grapes, pounds	4,100	Number of farms, 1895.....	1,430

FARM STOCK, 1895.

Number of milch cows.....	4,674
Number of horses, all ages.....	5,217
Number of cattle, all ages, including milch cows.....	11,900
Number of sheep.....	3,394
Number of hogs.....	8,113

WADENA COUNTY.

(Population, 1895, 6,076; County Seat, Wadena.)

AGRICULTURE

Product.	Acres, 1894.		1894. Yield,	Acres. Yield per	1895. Acres,
Wheat	10,073	Bushels	67,558	6.7	8,840
Oats	3,190	Bushels	37,162	11.6	4,219
Corn	3,579	Bushels	29,008	8.1	5,245
Barley	212	Bushels	1,832	8.6	232
Rye	446	Bushels	5,066	11.3	935
Buckwheat	143	Bushels	153	1.1	100
Potatoes	572	Bushels	18,232	31.0	737
Beans	43	Bushels	155	3.6	124
Sugar cane	5	Syrup, gals...	6	1.2	21
Cultivated hay	96	Tons	189	....	108
Flax .....	....	....	....	....	146
Other products	22	....	....	....	24
Total acres cultivated.....	18,381	....	....	....	20,760

MISCELLANEOUS, 1894.

Wild hay, tons	6,797	Honey, pounds	1,950
Timothy seed, bushels.....	39	Butter, pounds	65,687
Apple trees, growing.....	119	Cheese, pounds	10,620
Apple trees, bearing.....	3	Wool, pounds, fall 1894.....	2,799
Grape vines, bearing.....	2	Wool, pounds, spring 1895.....	5,667
Grapes, pounds	5	Number of cheese factories, 1895..	1
Bees, number of hives.....	20	Number of farms, 1895.....	488

FARM STOCK, 1895.

Number of milch cows.....	1,022
Number of horses, all ages.....	1,164
Number of cattle, all ages, including milch cows	2,319
Number of sheep.....	1,381
Number of hogs.....	1,214

WASECA COUNTY.

(Population, 1895, 14,713; County Seat, Waseca.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	60,549	Bushels	1,057,276	17.4	49,268
Oats	21,671	Bushels	851,050	39.2	21,769
Corn	21,182	Bushels	619,463	29.2	23,442
Barley	3,204	Bushels	86,470	26.9	4,219
Rye	370	Bushels	8,303	22.4	406
Buckwheat	7	Bushels	339	48.4	36
Potatoes	1,276	Bushels	110,244	86.4	1,294
Beans	27	Bushels	779	28.8	14
Sugar cane	97	Syrup, gals...	6,647	68.5	44
Cultivated hay	2,724	Tons	4,757	....	3,154
Flax	3,325	Bushels	36,189	10.8	5,821
Other products	92	....	....	....	641
Total acres cultivated.....	114,524	....	....	....	110,108

MISCELLANEOUS, 1894.

Wild hay, tons.....	35,607	Bees, number of hives.....	120
Timothy seed, bushels.....	1,791	Honey, pounds.....	922
Clover seed, bushels.....	327	Butter, pounds	737,845
Apple trees, growing.....	8,483	Cheese, pounds	1,900
Apple trees, bearing.....	2,255	Wool, pounds, fall 1894.....	7,853
Apples, bushels	1,663	Wool, pounds, spring 1895.....	11,719
Grape vines, bearing.....	434	Number of cheese factories, 1895..	3
Grapes, pounds	1,300	Number of creameries, 1895.....	11
Tobacco, pounds	67	Number of farms, 1895.....	1,526

FARM STOCK, 1895.

Number of milch cows.....	7,126
Number of horses, all ages.....	6,831
Number of cattle, all ages, including milch cows.....	15,536
Number of sheep.....	3,411
Number of hogs.....	10,491

WASHINGTON COUNTY.

(Population, 1895, 27,417; County Seat, Stillwater.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	7,232	Bushels	77,875	10.7	4,566
Oats	20,357	Bushels	436,783	21.4	22,848
Corn	7,796	Bushels	123,510	15.8	9,579
Barley	5,318	Bushels	124,614	23.4	6,709
Rye	4,819	Bushels	79,907	16.5	7,075
Buckwheat	81	Bushels	346	4.2	77
Potatoes	2,639	Bushels	80,745	30.5	2,339
Beans	246	Bushels	2,129	8.6	242
Sugar cane .....	.....	Syrup, gals....	.....	.....	22
Cultivated hay	12,382	Tons	12,377	.....	11,726
Flax seed	237	Bushels	1,606	6.7	235
Other products	1,374	.....	.....	.....	1,431
Total acres cultivated.....	62,481	.....	.....	.....	66,847

MISCELLANEOUS, 1894.

Wild hay, tons.....	13,114	Bees, number of hives.....	184
Timothy seed	25	Honey, pounds	3,084
Clover seed, bushels.....	18	Butter, pounds.....	418,147
Apple trees, growing.....	2,555	Cheese, pounds	1,500
Apple trees, bearing.....	765	Wool, pounds, fall 1894.....	1,051
Apples, bushels.....	199	Wool, pounds, spring 1895.....	2,449
Grape vines, bearing.....	459	Number of creameries, 1895.....	2
Grapes, pounds	525	Number of farms, 1895.....	900
Tobacco, pounds	69		

FARM STOCK, 1895.

Number of milch cows.....	4,226
Number of horses, all ages.....	2,962
Number of cattle, all ages, including milch cows.....	8,950
Number of sheep.....	937
Number of hogs.....	3,534

WATONWAN COUNTY.

(Population, 1895, 10,262; County Seat, St. James.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	33,404	Bushels	480,869	14.3	29,547
Oats	18,157	Bushels	704,965	38.8	29,645
Corn	17,571	Bushels	402,818	22.9	22,121
Barley	3,236	Bushels	37,618	11.6	5,076
Rye	70	Bushels	1,260	18.0	129
Buckwheat	62	Bushels	1,202	19.3	80
Potatoes	1,194	Bushels	18,638	15.6	597
Beans	13	Bushels	266	20.4	13
Sugar cane	27	Syrup, gals....	2,072	7.6	1,537
Cultivated hay	2,473	Tons	3,082	.....	3,213
Flax seed	8,942	Bushels	70,601	7.8	6,892
Other products	7,479	.....	.....	.....	452
Total acres cultivated.....	123,715	.....	.....	.....	81,014

MISCELLANEOUS, 1894.

Wild hay, tons	21,042	Bees, number of hives.....	119
Timothy seed, bushels.....	3,115	Honey, pounds.....	750
Clover seed, bushels.....	207	Butter, pounds	325,796
Apple trees, growing.....	5,152	Cheese, pounds	100
Apple trees, bearing.....	857	Wool, pounds, fall 1894.....	5,289
Apples, bushels	872	Wool, pounds, spring 1895.....	7,086
Grape vines, bearing.....	341	Number of creameries, 1895.....	7
Grapes, pounds	830	Number of farms, 1895.....	797

FARM STOCK, 1895.

Number of milch cows.....	5,859
Number of horses, all ages.....	5,025
Number of cattle, all ages, including milch cows.....	15,995
Number of sheep.....	2,924
Number of hogs.....	7,696

WINONA COUNTY.

(Population, 1895, 37,134; County Seat, Winona.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	10,635	Bushels	160,912	15.1	5,946
Oats	31,564	Bushels	1,040,231	32.9	34,230
Corn	21,623	Bushels	332,344	15.3	22,727
Barley	47,859	Bushels	1,283,630	26.8	52,555
Rye	3,533	Bushels	59,752	16.9	2,362
Buckwheat	1,047	Bushels	4,738	4.5	767
Potatoes	2,227	Bushels	119,384	53.6	2,775
Beans	52	Bushels	356	6.8	62
Sugar cane	9	Syrup, gals....	207	23.0	10
Cultivated hay	22,329	Tons	38,842	....	21,027
Flax seed	4,350	Bushels	60,724	13.9	7,883
Other products	4,369	.....	.....	....	4,696
Total acres cultivated.....	149,597	.....	.....	.....	155,640

MISCELLANEOUS, 1894.

Wild hay, tons.....	1,917	Bees, number of hives.....	771
Timothy seed, bushels.....	11,407	Honey, pounds	11,552
Clover seed, bushels.....	600	Maple syrup, gallons, 1895.....	8
Apple trees, growing.....	27,213	Butter, pounds	437,895
Apple trees, bearing.....	10,050	Wool, pounds, fall 1894.....	5,166
Apples, bushels	8,438	Wool, pounds, spring 1895.....	16,967
Grape vines, bearing.....	5,052	Number of creameries, 1895.....	4
Grapes, pounds	18,321	Number of farms, 1895.....	1,748

FARM STOCK, 1895.

Number of milch cows.....	7,456
Number of horses, all ages.....	6,575
Number of cattle, all ages, including milch cows.....	19,942
Number of sheep.....	3,674
Number of hogs.....	8,556

YELLOW MEDICINE COUNTY.

(Population, 1895, 12,581; County Seat, Granite Falls.)

AGRICULTURE.

Product.	Acres, 1894.		Yield, 1894.	Yield per Acre.	Acres, 1895.
Wheat	96,114	Bushels	1,160,390	12.0	92,590
Oats	22,176	Bushels	369,739	16.6	24,618
Corn	13,845	Bushels	183,695	13.2	20,752
Barley	3,976	Bushels	51,154	12.8	4,764
Rye	27	Bushels	310	11.4	100
Buckwheat	5	Bushels	71	14.2	14
Potatoes	789	Bushels	35,688	45.2	1,118
Beans	26	Bushels	137	5.2	48
Sugar cane	4	Syrup, gals...	221	55.5	40
Cultivated hay	425	Tons	451	...	742
Flax seed	9,104	Bushels	51,638	5.6	17,706
Other products	17	.....	.....	....	111
Total acres cultivated.....	146,508	.....	.....	....	162,603

MISCELLANEOUS, 1894.

Wild hay, tons.....	33,547	Bees, number of hives.....	368
Timothy seed, bushels	81	Honey, pounds	1,895
Apple trees, growing.....	2,708	Butter, pounds	234,445
Apple trees, bearing.....	461	Cheese, pounds	89
Apples, bushels	184	Wool, pounds, spring 1895.....	11,750
Grape vines, bearing.....	15	Number of cheese factories, 1895..	1
Grapes, pounds	12	Number of creameries, 1895.....	1
Tobacco, pounds	13	Number of farms, 1895.....	1,134

FARM STOCK, 1895.

Number of milch cows.....	4,879
Number of horses, all ages.....	7,236
Number of cattle, all ages, including milch cows.....	9,409
Number of sheep.....	3,222
Number of hogs.....	5,308

CHAPTER III.

MISCELLANEOUS STATISTICS.

COMPILED FROM OFFICIAL REPORTS AND OTHER SOURCES
FOR 1895.

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Census Tables.

Area of Counties in Minnesota.

Weather Review for the Year 1895.

Marriages, Divorces and Naturalizations in 1895.

COUNTIES IN MINNESOTA.

List of Counties, with Date of their Creation, and County Seat.

COUNTIES.	COUNTY SEAT.	DATE.
Aitkin	Aitkin	May 23, 1857.
Anoka	Anoka	May 23, 1857.
Becker	Detroit	March 18, 1858.
*Beltrami		Feb. 28, 1866.
Benton	Sauk Rapids	Oct. 27, 1849.
Big Stone	Ortonville	Feb. 20, 1862.
Blue Earth	Mankato	March 5, 1856.
Brown	New Ulm	Feb. 20, 1855.
Carlton	Carlton	May 23, 1857.
Carver	Chaska	Feb. 20, 1855.
*Cass		Sept. 1, 1851.
Chippewa	Montevideo	Feb. 20, 1862.
Chisago	Center City	Sept. 1, 1851.
Clay	Moorhead	March 2, 1862.
Cook	Grand Marais	March 9, 1874.
Cottonwood	Windom	May 23, 1857.
Crow Wing	Brainerd	May 23, 1857.
Dakota	Hastings	Oct. 27, 1849.
Dodge	Mantorville	Feb. 20, 1855.
Douglas	Alexandria	March 8, 1858.
Faribault	Blue Earth City	Feb. 20, 1855.
Fillmore	Preston	March 5, 1853.
Freeborn	Albert Lea	Feb. 20, 1855.
Goodhue	Red Wing	March 5, 1853.
Grant	Elbow Lake	March 6, 1868.
Hennepin	Minneapolis	March 6, 1852.
Houston	Caledonia	Feb. 23, 1854.
Hubbard	Park Rapids	Feb. 26, 1888.
Isanti	Cambridge	Feb. 13, 1857.
Itasca	Grand Rapids	Oct. 29, 1849.
Jackson	Jackson	May 23, 1857.
Kanabec	Mora	March 13, 1858.
Kandiyohi	Willmar	March 20, 1858.
Kittson	Hallock	Feb. 25, 1879.
Lac qui Parle	Madison	Nov. 3, 1871.
Lake	Two Harbors	March 1, 1856.
Le Sueur	Le Sueur Center	March 5, 1853.
Lincoln	Lake Benton	March 6, 1873.
Lyon	Marshall	Nov. 2, 1869.
McLeod	Glencoe	March 1, 1856.
Martin	Fairmont	May 23, 1857.
Marshall	Warren	Feb. 25, 1879.
Meeker	Litchfield	Feb. 23, 1856.
Millie Lacs	Princeton	May 23, 1857.
Morrison	Little Falls	Feb. 25, 1858.
Mower	Austin	Feb. 20, 1855.
Murray	Slayton	May 23, 1857.
Nicollet	St. Peter	March 5, 1853.
Nobles	Worthington	May 23, 1857.
Norman	Ada	Nov. 29, 1881.
Olmsted	Rochester	Feb. 20, 1855.
Otter Tail	Fergus Falls	March 18, 1858.
Pine	Pine City	March 31, 1856.
Pipestone	Pipestone City	May 23, 1857.
Polk	Crookston	July 20, 1858.
Pope	Glenwood	Feb. 20, 1862.
Ramsey	St. Paul	Oct. 27, 1849.
Redwood	Redwood Falls	Feb. 6, 1862.
Renville	Beaver Falls	Feb. 20, 1855.
Rice	Faribault	March 5, 1853.
Rock	Luverne	March 23, 1857.
St. Louis	Duluth	March 1, 1856.
Scott	Shakopee	March 5, 1858.
Sherburne	Elk River	Feb. 25, 1856.
Sibley	Henderson	March 5, 1853.
Stearns	St. Cloud	Feb. 20, 1855.
Steele	Owatonna	Feb. 20, 1855.
Stevens	Morris	Feb. 20, 1860.
Swift	Benson	March 4, 1870.
Todd	Long Prairie	Feb. 20, 1862.
Traverse	Wheaton	Feb. 20, 1862.
Wabasha	Wabasha	Oct. 27, 1849.
Wadena	Wadena	July 11, 1858.
Waseca	Waseca	Feb. 27, 1857.
Washington	Stillwater	Oct. 27, 1849.
Watsonwan	St. James	Nov. 6, 1860.
Wilkin	Breckenridge	March 6, 1868.
Winona	Winona	Feb. 23, 1849.
Wright	Buffalo	Feb. 20, 1855.
Yellow Medicine	Granite Falls	March 6, 1871.

*Unorganized.

AREA OF COUNTIES IN MINNESOTA.
Area of the Counties of Minnesota in Square Miles and Acres.

COUNTIES.	LAND.		WATER.		TOTAL.	
	Square Miles.	Acres.	Square Miles.	Acres.	Square Miles.	Acres.
Aitkin	1,821.39	1,165,691.90	173.58	111,090.48	1,994.97	1,276,782.38
Anoka	424.88	271,925.66	20.10	12,860.82	444.98	284,786.48
Becker	1,307.97	1,836,687.09	137.62	88,073.66	1,445.41	925,060.75
Beltrami	4,969.44	3,180,445.27	1,037.68	664,109.46	6,007.12	31,844,554.73
Benton	402.81	257,798.90	3.55	2,275.41	406.36	260,074.31
Big Stone	494.53	316,497.42	41.78	26,737.33	536.31	343,234.75
Blue Earth	734.09	475,582.34	33.79	21,619.39	776.88	497,201.73
Brown	605.91	387,733.30	10.84	6,937.52	616.75	394,720.82
Carlton	857.72	548,942.09	9.47	6,057.91	867.19	555,000.00
Carver	354.15	226,652.28	22.35	14,307.30	376.50	240,959.58
Cass	2,667.78	1,707,382.00	629.76	403,041.25	3,297.54	2,110,623.25
Chippewa	578.54	370,269.93	15.67	10,027.23	594.21	380,297.16
Chisago	421.02	269,451.12	30.64	19,611.38	451.66	289,062.50
Clay	1,003.92	668,124.66	23.41	14,984.16	1,067.37	683,108.82
Cook	1,406.84	900,378.49	273.56	175,076.51	1,680.40	1,075,455.00
Cottonwood	636.87	407,594.35	13.52	8,655.65	650.38	416,250.00
Crow Wing	824.04	527,387.51	5.45	3,488.61	829.49	530,876.12
Dakota	605.87	387,733.98	127.46	81,570.49	733.33	469,304.47
Dodge	437.43	279,956.47	1.22	782.43	438.65	280,738.90
Douglas	626.58	401,014.74	96.08	61,455.88	722.66	462,500.62
Faribault	709.43	454,033.32	14.29	9,151.21	723.72	463,184.53
Fillmore	864.22	553,101.90	2.99	1,912.54	867.21	555,014.44
Frederick	701.94	449,212.53	20.74	13,271.87	722.68	462,514.40
Goodhue	764.58	489,329.56	20.21	12,936.06	784.79	502,265.62
Grant	544.15	384,256.21	34.13	11,843.03	578.28	370,099.24
Hennepin	551.44	352,918.67	70.03	44,821.20	621.47	397,739.88
Houston	568.75	363,998.07	11.10	7,104.17	579.85	371,102.24
Hubbard	522.83	334,622.87	62.57	40,045.25	585.40	374,657.12
Isanti	416.61	266,629.79	41.24	26,395.86	457.81	333,025.65
Itasca	5,662.57	3,624,044.12	116.31	138,438.89	5,778.88	3,832,383.01
Jackson	696.98	446,066.45	25.68	16,434.75	722.66	462,501.20
Kanabec	527.40	337,535.89	14.59	9,336.41	541.90	346,872.30
Kandiyohi	776.72	497,101.35	90.42	57,867.69	867.14	549,967.04
Kittson	2,148.80	1,375,233.27	15.95	10,260.73	2,164.75	1,385,440.00
Lac qui Parle	770.02	492,609.93	1.91	1,237.57	771.93	494,037.40
Lake	2,076.42	1,328,904.43	322.52	206,420.00	2,398.94	1,535,325.43
Le Sueur	444.52	284,496.41	27.96	17,891.77	472.48	302,388.18
Lincoln	522.43	334,355.00	19.56	12,517.30	541.99	346,872.30
Lyon	709.50	454,072.72	11.16	7,130.08	720.66	461,222.80
McLeod	485.14	310,488.63	22.31	14,283.23	507.45	324,771.86
Marshall	1,673.64	1,071,129.11	1.40	895.01	1,675.04	1,072,024.12
Martin	704.73	451,021.05	19.16	12,667.35	723.88	463,288.40
Meeker	596.00	381,443.02	37.62	24,075.56	633.62	405,518.58
Miller	571.09	365,497.65	117.10	74,945.53	688.19	440,443.18
Morrison	1,083.52	693,454.07	5.57	3,564.78	1,089.09	697,018.85
Mower	709.07	553,803.10	2.11	1,352.65	711.18	655,155.75
Murray	695.14	444,891.27	26.42	16,909.93	721.56	461,801.20
Nicollet	435.75	278,782.41	28.86	18,469.37	464.61	297,251.78
Nobles	710.75	454,877.12	16.91	10,827.04	727.66	465,704.16
Norman	1,435.11	918,472.60	23.21	14,833.55	1,458.32	933,326.15
Olmsted	658.42	421,391.08	3.94	2,520.20	662.36	423,911.24
Otter Tail	1,985.90	1,270,977.77	254.30	162,748.67	2,240.20	1,433,726.44
Pine	1,419.74	908,632.83	24.76	15,845.68	1,444.50	924,477.58
Pipestone	462.32	295,881.75	.95	611.76	463.27	296,493.51
Polk	3,117.37	1,995,054.58	41.91	26,818.67	3,159.18	2,021,873.25
Pope	667.61	427,269.27	55.08	35,251.93	722.69	462,521.20
Ramsey	173.70	111,168.71	13.45	8,605.34	187.15	119,774.05
Redwood	870.50	557,122.74	23.33	14,930.13	893.83	572,052.87
Renville	971.33	621,650.89	9.88	6,385.69	981.31	628,036.58
Rice	486.83	311,505.87	17.27	11,054.83	504.00	322,560.70
Rock	480.83	307,736.11	1.84	1,174.04	482.67	308,910.15
St. Louis	5,837.26	3,735,846.26	774.49	495,674.68	6,611.75	4,230,520.94
Scott	342.73	219,344.22	15.87	10,157.58	358.60	229,501.80
Sherburne	448.72	287,180.40	20.16	12,905.72	468.88	300,086.12
Sibley	566.89	362,808.14	30.84	19,737.61	597.73	382,545.75
Stearns	1,272.22	814,220.09	57.85	37,021.27	1,330.07	851,241.39
Steele	426.19	272,761.47	4.40	2,817.69	430.59	275,579.16
Stevens	555.21	355,336.19	16.27	10,411.81	571.48	365,748.00
Swift	743.05	475,553.36	14.68	9,392.08	757.73	484,945.45
Todd	965.98	618,225.14	42.36	27,111.58	1,008.34	645,236.72
Traverse	567.91	363,463.46	13.92	8,906.00	581.83	372,369.46
Wabasha	555.54	355,514.17	39.09	25,018.07	594.63	380,562.24
Wadena	707.43	542,751.16	15.35	9,828.84	722.78	462,580.00
Waseca	419.00	268,161.75	18.01	11,524.16	437.01	279,685.91
Washington	408.87	261,675.02	21.14	13,580.33	430.01	275,205.35
Watsonwan	432.89	277,051.92	2.56	1,638.00	435.45	278,689.92
Wilkin	744.35	476,387.76	6.69	4,277.12	751.04	480,664.88
Winona	634.88	406,325.09	4.04	2,584.81	638.92	408,909.90
Wright	635.05	424,353.82	50.92	32,585.50	713.97	456,939.30
Yellow Medicine	752.60	481,664.26	10.52	6,734.01	763.12	488,398.27
Totals	78,649.00	50,335,367.19	5,637.53	3,608,012.05	84,286.53	53,943,379.24

CENSUS BY COUNTIES.

Showing Comparisons with State Census of 1885 and United States Census of 1890 and 1880.

COUNTIES.	State Census, 1885.	State Census, 1885.	U. S. Census, 1890.	U. S. Census, 1880.	Increase, 1885-1895.	Increase, 1890-1895.
The State	1,574,619	1,117,798	1,301,826	780,773	456,821	272,793
Aitkin	5,224	1,388	2,462	366	3,836	2,762
Anoka	11,181	10,089	9,884	7,108	1,092	1,297
Becker	a13,725	7,433	9,401	5,218	6,292	4,324
Beltrami	b1,364	111	312	10	1,253	1,052
Benton	7,793	4,721	6,284	3,012	3,072	1,509
Big Stone	7,477	4,697	5,722	3,688	2,780	1,755
Blue Earth	32,295	26,462	29,210	22,889	5,833	3,085
Brown	18,431	13,976	15,817	12,018	4,455	2,614
Carlton	7,458	3,189	5,272	1,230	4,269	2,186
Carver	17,567	15,965	16,532	14,140	1,602	1,035
Cass	3,425	1,135	1,247	486	2,290	2,178
Chippewa	10,805	6,561	8,555	5,408	4,244	2,250
Chisago	13,118	9,765	10,359	7,982	3,353	2,759
Clay	15,154	10,362	11,517	5,887	4,792	3,637
Cook	427	322	98	65	105	329
Cottonwood	10,187	5,894	7,412	5,533	4,293	2,775
Crow Wing	11,561	8,743	8,852	2,319	2,818	2,709
Dakota	21,345	15,590	20,240	17,391	2,755	1,105
Dodge	12,753	10,487	10,864	11,344	2,266	1,889
Douglas	16,942	12,924	14,606	9,130	4,018	2,336
Faribault	20,139	15,163	16,708	13,016	4,976	3,431
Fillmore	28,599	26,677	25,966	28,162	1,922	2,633
Freeborn	21,138	17,304	17,962	16,069	3,774	3,176
Goodhue	32,268	31,113	28,806	29,651	1,155	3,462
Grant	7,987	5,197	6,875	3,004	2,790	1,112
Hennepin	217,798	148,737	185,294	67,013	69,061	32,504
Houston	15,556	15,482	14,653	16,332	74	903
Hubbard	2,447	853	1,412	.....	1,594	1,035
Isanti	10,195	7,031	7,607	5,063	3,164	2,588
Itasca	3,965	237	743	124	3,728	3,222
Jackson	12,324	6,110	8,924	4,806	6,214	3,400
Kanabec	2,714	1,109	1,579	505	1,605	1,135
Kandiyohi	16,322	12,849	13,997	10,159	3,473	2,325
Kittson	6,289	3,462	5,387	905	2,827	902
Lac qui Parle	12,687	7,842	10,382	4,891	4,845	2,305
Lake	2,211	453	1,299	106	1,758	912
Le Sueur	20,915	18,559	19,057	16,103	2,356	1,858
Lincoln	7,196	4,362	5,691	2,945	2,834	1,505
Lyon	12,425	7,936	9,501	6,257	4,489	2,924
McLeod	19,134	15,311	17,026	12,342	3,823	2,108
Marshall	12,072	5,560	9,130	992	6,512	2,942
Martin	13,981	6,426	9,403	5,249	7,555	4,578
Meeker	17,389	14,501	15,456	11,730	2,888	1,933
Mille Lacs	5,129	1,897	2,845	1,501	3,232	2,284
Morrison	19,163	9,406	13,325	5,875	9,757	5,838
Mower	21,546	15,277	18,019	16,799	6,269	3,527
Murray	9,322	5,046	6,692	3,604	4,276	2,630
Nicollet	14,299	13,434	13,382	12,333	865	917
Nobles	11,905	5,639	7,958	4,435	6,266	3,947
Norman	13,470	8,335	10,618	.....	5,135	2,852
Olmsted	22,316	20,518	19,806	21,543	1,798	2,510
Otter Tail	39,453	31,520	34,232	18,675	7,933	5,221
Pine	8,631	5,186	4,052	1,365	6,445	4,579
Pipestone	7,115	3,956	5,132	2,092	3,159	1,983
Polk	39,209	23,475	30,192	11,433	15,734	9,017
Pope	11,607	8,707	10,032	5,874	2,900	1,575
Ramsey	147,537	116,227	139,796	45,890	31,310	7,741
Redwood	13,533	6,488	9,386	5,375	7,045	4,147
Renville	21,818	13,153	17,099	10,791	8,665	4,719
Rice	26,837	24,941	23,968	22,481	1,896	2,869
Rock	8,597	5,239	6,817	3,669	3,358	1,780
Roseau	c3,493	.....	.....	.....	3,493	3,493
St. Louis	78,575	20,453	44,862	4,504	58,122	33,713
Scott	15,035	14,181	13,831	13,516	854	1,204
Sherburne	7,137	5,647	5,908	3,855	1,490	1,229
Sibley	16,436	13,126	15,199	10,637	3,310	1,237
Stearns	39,925	28,712	34,844	21,956	11,213	5,081
Steele	15,798	12,733	13,232	12,460	3,065	2,566

CENSUS BY COUNTIES—Continued.

Showing Comparisons with State Census of 1895 and United States Census of 1890 and 1880.

COUNTIES.	State Census, 1895.	State Census, 1895.	U. S. Census, 1890.	U. S. Census, 1880.	Increase, 1885-1895.	Increase, 1890-1895.
Stevens	6,543	4,511	5,251	3,911	2,032	1,292
Swift	11,846	8,373	10,161	7,473	3,473	1,685
Todd	17,674	9,643	12,930	6,133	8,031	4,744
Traverse	6,064	2,860	4,516	1,507	3,204	1,548
Wabasha	18,587	17,999	16,972	18,206	588	1,615
Wadena	6,076	3,565	4,053	2,080	2,511	2,023
Waseca	14,713	13,342	13,313	12,385	1,371	1,400
Washington	27,417	29,751	25,992	19,563	12,334	1,425
Watsonwan	10,262	5,995	7,746	5,104	4,267	2,516
Williston	6,200	3,734	4,346	1,906	2,466	1,854
Winona	37,134	31,928	33,797	27,197	5,206	3,337
Wright	27,653	22,790	24,164	18,104	4,863	3,489
Yellow Medicine	12,581	7,863	9,854	5,884	4,718	2,727

Increase in population from 1880 to 1890, 66.74 per cent. Increase from 1885 to 1895, 40.96 per cent. Increase from 1890 to 1895, 20.95 per cent.

a Including White Earth Indian Reservation in Beltrami and Norman counties.
b Including Red Lake Indian Reservation. c Detached from Kittson county since 1890.
d Decrease.

POPULATION OF NINE CENSUS YEARS.

Population by Counties in Nine Census Years.

Counties.	1895.	1890.	1885.	1880.	1875.	1870.	1865.	1860.	1850.
Altkin	5,224	2,462	1,388	366	205	178	.....	2	.....
Anoka	11,181	9,884	10,089	7,108	5,709	3,940	2,260	2,106	.....
Becker	13,725	9,401	7,433	5,218	2,256	308	.....	386	.....
Beltrami	1,364	312	111	10	.....	80	.....	.....	.....
Benton	7,793	6,284	4,721	3,012	1,971	1,558	565	627	418
Big Stone	7,477	5,722	4,697	3,688	305	24	.....	.....	.....
Blue Earth	32,295	29,210	26,462	22,889	20,942	17,302	9,201	4,803	.....
Brown	18,431	15,817	13,976	12,018	9,815	6,396	2,211	2,339	.....
Carlton	7,458	5,272	3,189	1,230	495	286	28	51	.....
Carver	17,567	16,532	15,965	14,140	13,033	11,586	8,704	5,106	.....
Cass	3,425	1,247	1,135	486	239	380	37	150	.....
Chippewa	10,805	8,555	6,561	5,408	2,977	1,467	.....	.....	.....
Chicago	13,118	10,359	9,765	7,982	6,046	4,358	2,175	1,743	.....
Clay	15,154	11,517	10,362	5,887	1,451	92	.....	.....	.....
Cook	427	98	322	65	215	.....	.....	.....	.....
Cottonwood	10,187	7,412	5,894	5,533	2,870	534	.....	12	.....
Crow Wing	11,561	8,852	8,743	2,319	1,031	200	178	269	.....
Dakota	21,345	20,240	18,590	17,391	17,360	16,312	12,476	9,093	584
Dodge	12,753	10,864	10,487	11,344	10,045	8,598	5,222	3,797	.....
Douglas	16,942	14,606	12,924	9,130	6,319	4,239	.....	195	.....
Fillmore	20,139	16,768	15,163	13,016	11,131	9,940	4,735	1,335	.....
Faribault	28,599	25,966	26,677	28,162	28,337	24,887	17,524	13,542	.....
Freeborn	21,138	17,962	17,364	16,069	13,189	10,578	5,688	3,367	.....
Goodhue	32,268	28,806	31,113	29,651	28,500	22,618	14,860	8,977	.....
Grant	7,987	6,875	5,197	3,004	1,191	340	.....	.....	.....
Hennepin	217,798	185,294	148,737	67,013	48,725	31,566	17,087	12,849	.....
Houston	15,556	14,653	15,482	16,332	16,566	14,936	9,787	6,645	.....
Hubbard	2,447	1,412	853	.....	.....	.....	.....	.....	.....
Isanti	10,195	7,607	7,031	5,063	3,901	2,035	453	284	.....
Itasca	3,965	743	237	124	.....	96	.....	51	97
Jackson	12,324	8,924	6,110	4,806	3,506	1,825	234	181	.....
Kanabec	2,714	1,579	1,109	505	311	93	31	30	.....

POPULATION OF NINE CENSUS YEARS.—Continued.

Population by Counties in Nine Census Years.

Counties.	1895.	1890.	1885.	1880.	1875.	1870.	1865.	1860.	1850.
Kittson	6,289	5,387	3,462	905	.....	64	.....	1,612	.....
Kandiyohi	16,322	13,997	12,849	10,159	8,083	1,760	.....	76	.....
Lac qui Parle... ..	12,687	10,882	7,842	4,891	1,428	145	.....	.....	.....
Lake	2,211	1,299	453	106	161	135	154	248	.....
Le Sueur	20,915	19,057	18,559	16,108	13,237	11,607	7,834	5,318	.....
Lincoln	7,196	5,691	4,362	2,945	413	.....	.....	.....	.....
Lyon	12,425	9,501	7,936	6,257	2,543	.....	.....	.....	.....
McLeod	19,134	17,026	15,311	12,342	8,651	5,643	2,457	1,286	.....
Marshall	12,072	9,130	5,560	992	.....	.....	.....	.....	.....
Martin	13,981	9,403	6,426	5,249	3,738	3,867	1,430	151	.....
Meeker	17,389	15,456	14,501	11,739	8,626	6,090	1,229	928	.....
Mille Lacs	5,129	2,845	1,897	1,501	1,300	1,109	331	73	.....
Morrison	19,163	13,325	9,406	5,875	2,722	1,681	796	618	.....
Mower	21,546	18,019	15,277	16,799	13,682	10,447	5,150	3,217	.....
Murray	9,322	6,692	5,046	3,604	1,329	209	.....	29	.....
Nicollet	14,299	13,382	13,434	12,333	11,525	8,362	5,019	3,773	.....
Nobles	11,905	7,958	5,639	4,435	2,750	117	.....	35	.....
Norman	13,470	10,618	8,335	.....	.....	.....	.....	.....	.....
Olmsted	22,316	19,806	20,518	21,543	20,946	19,793	15,107	9,524	.....
Otter Tail	39,453	34,232	31,520	18,675	9,174	1,968	.....	240	.....
Pine	8,631	4,052	2,186	1,365	795	648	64	92	.....
Pipestone	7,115	5,132	3,956	2,092	.....	.....	.....	23	.....
Polk	39,209	30,192	23,475	11,433	937	.....	.....	240	.....
Pope	11,607	10,032	8,707	5,874	4,078	2,691	.....	.....	.....
Ramsey	147,537	139,796	116,227	45,890	36,333	23,085	15,107	12,150	2,227
Redwood	13,533	9,886	6,488	5,375	2,982	1,829	.....	.....	.....
Renville	21,818	17,099	13,153	10,791	6,876	3,219	.....	245	.....
Rice	26,837	23,968	24,941	22,481	20,622	16,083	10,977	7,543	.....
Rock	8,597	6,817	5,239	3,669	1,861	138	23	.....	.....
Roseau (a)	3,493	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis	78,575	44,862	20,453	4,504	3,517	4,561	294	406	.....
Scott	15,035	13,831	14,181	13,516	12,094	11,042	8,621	4,595	.....
Sherburne	7,137	5,908	5,647	3,853	3,018	2,050	819	723	.....
Sibley	16,336	15,199	13,126	10,637	8,884	6,725	4,786	3,609	.....
Stearns	39,925	34,844	28,712	21,956	17,797	14,206	7,367	4,505	.....
Steele	15,798	13,232	12,733	12,460	10,739	8,271	4,932	2,863	.....
Stevens	6,543	5,251	4,511	3,911	786	174	.....	.....	.....
Swift	11,846	10,161	8,373	7,473	2,269	.....	.....	.....	.....
Todd	17,674	12,930	9,643	6,133	3,818	2,036	117	430	.....
Traverse	6,064	4,516	2,860	1,507	100	13	.....	.....	.....
Wabasha	18,587	16,972	17,999	18,206	17,296	15,859	11,363	7,228	243
Wadena	6,076	4,053	3,565	2,080	210	6	.....	.....	.....
Waseca	14,713	13,313	13,342	12,385	14,751	7,854	4,174	2,601	.....
Washington	27,417	25,992	29,751	19,536	9,794	11,809	6,780	6,123	1,056
Watonswan	10,262	7,746	5,995	5,104	4,024	2,426	248	.....	.....
Wilkin	6,200	4,346	3,734	1,906	528	295	.....	40	.....
Winona	37,134	33,797	31,928	27,197	27,385	22,319	15,277	9,208	.....
Wright	27,653	24,164	22,790	18,104	13,775	9,457	5,028	3,729	.....
Yellow Medicine..	12,581	9,854	7,863	5,884	2,484	.....	.....	.....	.....
*Breckenridge .....	.....	.....	.....	.....	.....	.....	.....	79	.....
*Buchanan .....	.....	.....	.....	.....	.....	.....	.....	26	.....
*Mankato .....	.....	.....	.....	.....	.....	.....	.....	.....	158
*Manomin .....	.....	.....	.....	.....	.....	.....	117	136	.....
*Pembina .....	.....	.....	.....	.....	202	64	.....	1,612	1,134
*Pierce .....	.....	.....	.....	.....	.....	.....	.....	11	.....
*Wahmata .....	.....	.....	.....	.....	.....	.....	.....	.....	160
Totals	1,574,619	1,301,826	1,117,798	780,773	597,407	439,706	250,099	172,023	6,077

Note.—In 1860, Kandiyohi, 76; Monongalia, 350. In 1870, Kandiyohi, 1,760; Monongalia, 3,161. These two counties now united under the name of Kandiyohi.

*The seven last named counties are not in existence at this time, the territory being included in other counties.

a Detached from Kittson county since 1890.

ANNUAL WEATHER REVIEW FOR 1895.

U. S. Department of Agriculture,
Weather Bureau Station,
St. Paul, Minn., Jan. 1, 1896.

Latitude, 44° 58'. Longitude west from Washington, 16° 15'. Longitude west from Greenwich, 93° 3'.

The meteorological conditions during the year just ended were remarkable for the evenness of temperature, sunshine and rainfall during the spring and summer seasons, and the unprecedentedly warm spell in September, followed by an almost unprecedentedly dry spell in October, but fortunately these occurrences caused no loss aside from the inconvenience to human and perhaps animal life in general. As to vegetation, the favorable conditions mentioned at first, it is almost needless to add, were about perfect, and the phenomenal crop of the Northwest for 1895 will emphasize the statement. The condition of the Mississippi river is another noteworthy thing, reference to which will be made in another paragraph. The mean temperature of the year was 43.5°, or just average. In other words, it was no hotter nor colder than usual. The highest temperature was registered September 17th and the lowest February 1st, the registrations being 97° above and 26° below zero, respectively. The temperature went above 90° on fourteen days, seven of which were during the first twenty days of September, and that spell was not only the hottest of the year, but the hottest of any corresponding portion of September on record; the daily average temperature then was 10° above normal. Temperature went to 32° (freezing point) or below it at some time of the night or day on 154 days, and it remained at or below that point at all hours, both day and night, on eighty-nine days.

In regard to precipitation (rain and melted snow), the total for the year was 24.26 inches; that is deficient as compared to the average by 3.52 inches. There were 106 days with .01 inch or more precipitation, on thirty-three of which snow fell. Total snow fall (if melted) 23.4 inches. Days clear, 128; fair, 129; cloudy, 108—on a scale of 0 to 10, 0 standing for a cloudless sky and 10 an entirely cloudy one; 0 to 3 is classed as clear, 4 to 7, inclusive, fair, and 7 to 10 cloudy. Average cloudiness for the year, 5.1. Total wind movement in miles, 69,145; prevailing direction, southeast; highest velocity, southeast, fifty-five miles for five minutes on September 6th. There were 38 thunder storms, of which March had 1, April 4, May 8, June 11, July 3, August 9, and September 2. Only five displays of the aurora borealis were observed—two in September and three in October.

Referring to the Mississippi river. On the date of its opening, or when the ice went out,—March 22d,—the reading of the gauge was only 0.2 of a foot; the maximum or highest reading of the year was 4.6 feet, June 16th and 17th. The startlingly insignificant amount of water in the river during the early season as compared with former years calls for more than a mere note, and especially since during April and May, or the season for highest water and floods, the gauge readings ranged from a minimum of 0.3 to a maximum of 2.5, while during July and August, or when the river is usually lowest, they ranged from 0.8 of a foot to 3.7 feet. As to these details, elaboration may be out of place, but the protracted and intense drouth and heat of the summer and early fall of 1894 and the consequent complete drying up of most of the marshes and other water receptacles and small lakes, and marked decrease of larger ones, and also the artificial ones, or reservoirs constructed by the government for the storage of surplus water in spring to be liberated in summer or when most needed, must partly account for the remarkable stages of water given above. The snowfall last winter was but little less than average, but when it melted in the spring about all the resulting water was greedily absorbed by the dried marshes, etc., and what surplus there might be was stored as stated, and liberated in summer.

The accompanying tables contain details and all that is of additional importance.

P. F. LYONS,
Official in Charge U. S. Weather Bureau, St. Paul, Minn.

TABLE I.

Barometer and Temperature at St. Paul, 1895.

MONTH.	BAROMETER CORRECTED TO SEA-LEVEL.			TEMPERATURE.				
	Mean.	Highest.	Lowest.	Highest	Date.	Lowest.	Date.	Mean.
January.....	30.12	30.85	29.37	34	21	—22	27	6.0
February.....	30.22	30.74	29.36	53	26	—26	1	10.7
March.....	30.07	30.52	29.46	60	27	—7	13	28.2
April.....	30.00	30.28	29.48	76	20	28	3	52.3
May.....	29.93	30.36	29.38	92	28	31	13	58.6
June.....	29.98	30.25	29.64	85	8	45	28	66.9
July.....	29.98	30.24	29.61	94	5	45	9	70.0
August.....	29.92	30.29	29.63	94	13	45	31	69.8
September.....	29.90	30.38	29.40	96	17	33	30	65.1
October.....	30.06	30.52	29.54	73	1	15	30	43.7
November.....	30.10	30.56	29.64	67	3	—5	26	30.6
December.....	30.01	30.48	29.36	44	17	—4	2	21.1
Means.....	30.02							43.5

NOTE.—When the minus sign (—) is found in connection with temperature, it means below zero.

TABLE II.

Cloudiness, Precipitation, Etc., St. Paul, 1895.

MONTH.	NO. OF DAYS—			Mean Cloudiness (scale, 0 to 10), "0," En- tirely Cloudy.	Mean Relative Hu- midity.	No. of Days with .01 inch or more of Precipitation.	Total Precipitation in inches and hundredths.	MISSISSIPPI RIVER—Stage of Water, Feet and Tenths.			
	Clear.	Fair.	Cloudy.					Highest.	Date.	Lowest.	Date.
January.....	12	6	13	5.1	74.6	11	1.05	Froz en.			
February.....	13	8	7	4.3	73.8	6	0.42	Froz en.			
March.....	14	8	9	4.7	53.3	7	0.85	1.4	28	0.2	22
April.....	10	11	9	5.6	57.2	7	2.09	1.2	12	0.3	29
May.....	5	13	13	6.3	64.4	16	2.89	2.5	11	0.7	1
June.....	10	12	8	5.4	68.0	14	4.18	4.6	16 & 17	1.8	1
July.....	12	13	6	4.6	62.6	4	4.12	3.8	2	1.5	29 & 31
August.....	14	13	4	3.8	65.7	11	2.59	2.3	15	0.8	7
September.....	8	17	5	5.0	68.5	10	4.75	2.5	24	1.5	2 & 16
October.....	16	5	10	4.5	60.4	4	0.09	2.4	1	1.2	18
November.....	5	13	12	6.1	77.1	10	0.85	1.5 { 6, 9, 12, 15, 16, 20 }		0.5	24
December.....	9	10	12	5.7	77.8	5	0.38	Froz en.			
Sums.....	128	129	108		66 8	106	24.26				

NOTE.—Clear, fair and cloudy days are those with an average cloudiness of 0 to 3, 3 to 7 and 7 to 10 cloudiness respectively.

TABLE III.

Wind Data, St. Paul, 1895.

MONTH.	Total Number of Miles.	WIND DIRECTIONS—Determined from the 7 A. M. and 7 P. M. 90th Meridian Time, Daily Observations—Number of Times Blowing from the—									Prevailing Direction.	Highest Velocity.	From.	Date.
		N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm.				
January.....	6,087	0	3	3	15	1	12	14	14	0	NW	36	W	11
February.....	5,174	1	2	0	7	3	15	13	10	5	SW	29	NW	20
March.....	7,348	3	5	4	10	5	13	9	12	1	W	33	W	25
April.....	5,636	2	9	10	17	0	2	0	18	2	SE	33	W	12
May.....	6,314	0	4	4	22	7	6	1	17	1	SE	36	S	3
June.....	5,355	0	2	3	24	3	9	9	9	1	SE	32	SW	1
July.....	4,690	2	6	3	17	4	6	8	16	0	SE	36	SW	14
August.....	4,826	3	3	2	14	3	5	10	20	2	NW	36	NW	24
September.....	6,038	2	2	0	26	3	12	7	6	2	SE	55	SE	6
October.....	6,596	1	1	3	13	4	9	21	10	0	W	36	NW	18
November.....	5,286	2	3	0	22	4	6	8	15	0	SE	25	SE	5
December.....	5,785	2	0	2	17	6	6	12	16	1	SE	35	W	28
Sums.....	69,145	17	40	34	204	44	101	112	163	15	.....	.....	.....	.....

Prevailing wind for the year, SE.

COUNTIES.	Marriages.	Divorces.	NATURALIZATIONS.					
			Scandinavians.	Germans.	Poles, Bohemians, and Russians.	Irish.	English and Scotch.	Other Nation- alities.
Aitkin	33	2	12	3	2	2	9	2
Anoka	62	6	2	2	1	1	3	
Becker	73	5	10	13	4			1
Benton	52	4	4	2				
Blue Earth	262	16	7	6	2		2	
Carver	110	4	4	2	1		2	
Chisago	54	4	14					
Clay	183	5	83	4			8	
Cottonwood	68	2	5	2	9			
Crow Wing	118	48	43	13	7		29	
Dakota	101	7	2	10	4	4	3	
Dodge	97	10	2	1				
Douglas	105	5	7	5	2		2	
Faribault	187	9	6	5			1	
Fillmore	125	13	8	2				
Goodhue	244	9	4	2				
Grant	43	2	10					
Hennepin	1,761	223	105	28	8		19	
Houston	82	5	8	6			3	
Isanti	55	1	5					
Jackson	86	2	3	6				
Kanabec	21		17					
Kandiyohi	102	3	13	6			2	
Kittson	46	2	20				4	
Lincoln	40	1	19	3				
Lyon	113	9	10	1			2	
McLeod	133	5	5	3	2			
Marshall	67	2	56				5	
Meeker	100	4	17		1	2		
Millie Lacs	46	2	4	1			2	1
Morrison	146	13	10	13	2	1	7	1
Mower	184	7	3	3				
Murray	65	1	13	5		4	2	1
Nobles	100	4	11	14				
Norman	71	2	14					
Pine	38	2	8	6		1	1	
Pipestone	55	1	1	1			1	2
Polk	252	3	84	2		7		9
Pope	72	2	18					
Ramsey	1,024	86	32	17	14	10	6	13
Redwood	98	3	8	3	1		2	
Renville	136	5	7	2	3			
Rice	172	3	2	1	1		4	
Rock	66	2	2	3			1	1
Roseau	15	1	39					
St. Louis	439	53	64	5	59	3	30	3
Scott	111	1		1			1	
Sherburne	34	2	2					
Sibley	104	3	7	7				
Stearns	304	8	1	14	1		11	
Stevens	42	3	6	6		2	1	
Swift	71		8	3		1		
Todd	125	8	2	5		1	1	
Traverse	43	1	10	5		2	1	
Wabasha	96	4	1	1				
Wadena	94	1	27	3	8	2	4	
Waseca	110	4	1	6	1			
Washington	125	10	6	6			2	
Watsonwan	77	5	15	5		1	2	
Wilkin	30	1	6	4			2	
Winona	240	16	1	40	2		2	2
Wright	166	14	10	2		1	3	
Yellow Medicine	95	3	14	8	3			
Totals	9,378	679	938	244	135	45	180	26

TABLE

Showing Marriages, Divorces and Naturalizations in Minnesota for the Last Fourteen Years.

YEARS.	Marriages.	Divorces.	NATURALIZATIONS.					
			Scandinavians.	Germans, Poles, Bohemians, Russians.	English and Scotch.	Irish.	Other Nation- alities.	Totals.
1882	8,256	354	8,628	2,292	1,041	646	764	13,371
1883	8,878	293	5,049	2,123	1,231	356	453	9,212
1884	9,047	480	9,166	4,790	1,784	705	1,026	17,471
1885	9,441	452	1,761	985	405	315	256	3,722
1886	8,941	415	6,354	3,424	1,621	370	588	12,357
1887	9,413	430	1,552	748	212	157	398	3,067
1888	10,847	588	11,151	5,741	1,442	987	1,303	20,624
1889	10,181	499	1,517	804	254	84	284	2,943
1890	10,358	538	6,045	2,280	919	285	1,346	10,855
1891	11,067	606	1,351	534	197	155	320	2,557
Supreme court from the organization of the state up to 1892 .....	.....	.....	3,945	1,378	286	187	269	6,065
1892	12,157	576	7,806	4,400	1,177	993	1,509	15,885
1893	11,797	518	1,565	511	346	77	260	2,759
1894	11,002	474	8,591	3,283	970	731	2,957	16,532
1895	9,378	679	938	379	180	45	26	1,568
Totals	140,763	6,902	75,419	33,652	12,165	5,993	11,759	138,988



ADMINISTRATION BUILDING.

NINTH ANNUAL REPORT

OF THE

BOARD OF TRUSTEES

MINNESOTA SOLDIERS' HOME.

INCLUDING DISBURSEMENTS OF THE

SOLDIERS' RELIEF FUND.

FOR THE FISCAL YEAR ENDING JULY 31, 1896.

ST. PAUL, MINN.
THE PIONEER PRESS COMPANY,
STATE PRINTERS.
1896.

TRUSTEES:

HENRY A. CASTLE, President, St. Paul.

L. L. BAXTER, Fergus Falls.

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J. R. PARSHALL, Faribault.

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WM. P. DUNNINGTON, Redwood Falls.

Secretary:

I. H. B. BEEBEE, St. Paul.

Executive Committee:

HENRY A. CASTLE.

J. A. GILMAN.

L. F. HUBBARD.

Officers of the Soldiers' Home:

CAPT. THOS. McMILLAN, Commandant.

DR. D. R. GREENLEE, Surgeon.

CAPT. RALPH VAN BRUNT, Adjutant.

DR. C. G. HIGBEE, Consult'g Surg'n.

CAPT. GEO. W. GRANT, Q. M.

DR. CHAS. H. NORRED, "

REV. LELAND P. SMITH, Chaplain.

LIBBENS WHITE, Hospital Steward.

REPORT.

His Excellency, David M. Clough, Governor:

The board of trustees of the Minnesota Soldiers' Home beg leave to submit their ninth annual report. The period covered is the fiscal year of the state government extending from Aug. 1, 1895, to July 31, 1896.

When, in the winter of 1886, the Grand Army of the Republic of the department of Minnesota first formally proposed the establishment of this institution, there were many, even among our most patriotic and philanthropic citizens, who doubted the expediency or necessity of the step. Research had shown that only about forty ex-soldiers were then known to be wholly dependent upon charity within the boundaries of the commonwealth. It was argued that this small number was not sufficient to justify the elaborate machinery of another state institution, and that the number, small as it was, would decrease year by year. Those who reasoned thus forgot that there were then 20,000 ex-soldiers and sailors resident in Minnesota; that each advancing year added enormously to their aggregate disabilities, and that with the vicissitudes of fortune, an indefinite additional number of these dependents must be looked for each year, for an indefinite period in the future. Time has more than justified the prescience of those who united in urging the demand. The soldiers' home was established, notwithstanding the misgivings of the incredulous. More than 1,000 veterans have, during the nine years of its existence, found shelter and subsistence for a longer or shorter period within its walls; its present population is about 400, having steadily increased from year to year, and the indications are that the era of maximum population is still some distance in the future.

The year now ended has witnessed no change in the membership of this board, or in the official staff of the home.

The functions of the board of trustees, under the law by which it was created, include the separate but closely related duties of administering the affairs of the soldiers' home and supervising the distribution of the soldiers' relief fund.

THE SOLDIERS' HOME.

The Minnesota Soldiers' Home is located within the city limits of Minneapolis, on the point of land formed by the junction of Minnehaha creek with the Mississippi river, a quarter of a mile below the classic falls which Longfellow's poetic genius made immortal. The tract of ground donated by the city of Minneapolis to the state for this purpose has an area of fifty-one acres, principally lying on three terraces or levels, and beautifully wooded. Under a foot or two of soil is a solid ledge of blue limestone, out of which all excavations for buildings have been laboriously quarried. Beneath this limestone ledge, which is twelve to fifteen feet thick, lies a soft white sandstone, easily tunnelled for sewerage, etc.

The location is an ideal one, both for beauty and healthfulness. It is directly accessible from the business center of Minneapolis by electric cars, and from the business center of St. Paul by steamboats plying on the Mississippi river. Inclosing the home site proper, on three sides, is a public park of more than 125 acres, which is being rapidly improved by the city of Minneapolis, which is visited by many thousands of people, and over which the members of the soldiers' home wander at will, with all the freedom and enjoyment they feel on their own premises.

THE GROUNDS.

Of the fifty-one acres comprising the home grounds, about ten acres are cultivated as a garden. This plat lies on the highest of three terraces, and at the northerly extremity of the tract. On this ground are raised each year large quantities of vegetables for the use of the institution, wholly by the labor of members. On the borders of the garden have been built the barn, ice house, carpenter shop, and other minor buildings. On the second or middle terrace have been built all the permanent structures except the hospital and the morgue. These latter occupy the lowest terrace at the extreme point of the bluff. These grounds have been adorned and beautified to the best of our ability, without any special appropriation, and almost wholly by details of working forces from the membership of the home. Iron railings have been erected along the most ex-



MINNEHAHA FALLS.

posed edges of the bluff; arched subways have been built for the conveyance of heating pipes, electric wires, etc.; deeper sand-rock tunnels have been excavated for sewerage; winding roadways have been graded which pass all the buildings; sidewalks have been laid wherever needed; two fountains have been placed in position; two elaborate "forts" have been constructed; a foot bridge across Minnehaha creek has been built; a complete and independent water system has been inaugurated, furnishing the best quality of water in abundance; native trees have been trimmed and protected, while many new and attractive varieties of ornamental trees have been added; flower beds have been made which during the summer are kept in excellent condition; the entire grounds are lighted in the evening with electric arc lights; exposed points of the bluff have been riprapped for protection. These are a few principal features of the improvements, aside from the buildings, made on the home grounds, since, principally in a state of nature, they were placed in charge of this board in 1887. They are susceptible of much further improvement, which we hope by slow degrees to be able to bestow. But even in their present unfinished state, and notwithstanding their somewhat restricted area, they compare most favorably with those of any similar institution, extorting expressions of unqualified admiration from every visitor.

THE BUILDINGS.

The permanent buildings of the soldiers' home have been erected in pursuance of a systematic plan adopted by the board in the beginning, and carried out as successive appropriations, always cheerfully and generously granted by the legislature, have become available. They are of generally uniform architectural design, though pleasantly varied in details. The materials were pressed brick with brown stone trimmings, slate roofs, and metal cornices. The wood work is of oak, with maple floors; the windows are single panes. The construction of all is solid and substantial. They will be habitable and attractive for a century, after their present use has been served, and when they have been transferred to some other needed and appropriate public purpose. Gen. W. W. Averell, U. S. A. (retired), national inspector of soldiers' homes, says of them: "I think Minnesota has in many respects the finest home in all the twenty states. In point of location and construction it cannot be excelled. The buildings are harmonious in design, and in convenience, material, and economy, they are admirable. The administration building is especially notable. It cost \$35,000, and if built in New York would have cost at least \$100,000, exclusive of the ground."

These permanent buildings, all except the pavilion, built of pressed brick as aforesaid, consist of:

One administration building.

One hospital.

One domestic building.

Four cottages.

One laundry and heating plant.

One pavilion.

The administration building contains the offices of the institution; the library and reading room, also used for a chapel; the residence of the commandant, and (in the basement) storage room for clothing before issue to members.

The hospital contains, in four large wards and many smaller rooms, the quarters of the sick; residence of the surgeon; quarters of nurses and attendants; operating rooms; surgeon's office and dispensary; kitchen and dining room for the building, etc.

The domestic building contains the general kitchen and dining room of the home; residence of adjutant and quartermaster; storage for provisions and quarters for forty members of the home.

The cottages each contain quarters for about fifty members, mostly divided into rooms accommodating six to eight individuals. They are all furnished with bath rooms and all modern conveniences. In each cottage it is intended to have one general sitting room, but in winter it sometimes becomes necessary to fill these rooms with beds. There is additional room in the attics and in the high basements, which at times are utilized for sleeping apartments when the home is overcrowded.

All of the above buildings are thoroughly heated by steam radiators, and plentifully lighted with incandescent electric lamps.

The laundry and heating plant, as its name implies, contains the battery of four large steam boilers; the laundry machinery, where is done all this class of work for the entire institution; the engines which furnish power; the electric dynamos which supply light for the buildings and grounds, and the pumps which keep the reservoir near by at all times filled with water.

The pavilion, erected during the current year, is intended for religious services, concerts, camp fires, and all public exercises and assemblages during the summer season. It is a large, light, cool, ornamental structure, from whose broad exterior promenade, overhanging the brink of the cliff, a magnificent view up and down the Mississippi river can be had, and within which all manner of diversions interesting to the veterans and their throngs of visitors, can be comfortably conducted. It literally fills a long-felt want, and will be a source of infinite enjoyment to all. Its sides and ends consist prin-

cipally of large glass windows, easily thrown open. There are no arrangements for heating; hence it will not be used in winter.

Besides these structures there are: A barn; an ice house; a carpenter shop; a tool house; a root house; a morgue, and other minor buildings, each necessary to the management of the home, and all so located as to be wholly or comparatively unobstructive to the general and harmonious architectural effect of the principal edifices.

OFFICERS AND ADMINISTRATION.

The officers of the home now on duty, all of them, as required by law, being ex-soldiers, are as follows:

Capt. Thomas McMillan, commandant.

Capt. Ralph Van Brunt, adjutant.

Capt. Geo. W. Grant, quartermaster.

Dr. D. R. Greenlee, surgeon.

Dr. C. G. Higbee, consulting surgeon (St. Paul).

Dr. Chas. H. Norred, consulting surgeon (Minneapolis).

Rev. Leland P. Smith, chaplain.

Libbens White, hospital steward.

The salaries paid to the officers are as follows: Commandant, \$1,500 per annum; surgeon, \$1,500; adjutant, \$600; quartermaster, \$840; chaplain, \$600. The consulting surgeons receive no salary, but are paid fees when called in special cases.

Members of the home performing stated duty on regular details receive extra pay in only a few cases requiring special skill or arduous labor. For ordinary routine duty, the exemption from fatigue details, dining-room work, etc., to which all other inmates are subject, is deemed a sufficient recompense for what is exacted from them.

When outside help is needed, as nurses, firemen, etc., such wages as similar work commands elsewhere are necessarily paid.

THE INCREASING POPULATION.

The total number of applications for admission to the home since its organization is 1,011. Of these 101 applications for admission and 46 applications for readmission were filed during the year.

The actual admissions and membership for the year are as follows:

Number of members, Aug. 1, 1895.....	378
Admitted during the year.....	102
Readmitted	43
Total	523
Died during the year.....	28
Discharged during the year.....	77
Number of members, July 31, 1896.....	418
Total	523

This shows an increase in the aggregate membership, during the fiscal year, of 40. The average number of members, present and absent during the year, was 401; the average number actually present, 312. It is thus seen that an average of 89 members have supported themselves during the year—the number being, of course, much larger during the summer and smaller during the winter than this figure. The total membership of the home at the close of each fiscal year since its establishment, has been as follows:

1888.....	76	1893.....	281
1889.....	146	1894.....	347
1890.....	138	1895.....	378
1891.....	156	1896.....	418
1892.....	214		

This steady annual increase in aggregate population, with the exception of one year when the home was overcrowded, justifies the conclusion that our present resources will be taxed to the utmost, and possibly exceeded, before the maximum is reached. It is the opinion of the board, however, that no additional buildings will be needed for two years to come. We therefore ask for no building appropriation at this time.

STATISTICS OF MEMBERSHIP.

The average age of the present members of the home is 61.1 years. The oldest member is 89 years old; one member died during the year at the age of 93 years.

The average term of their army service was 28.8 months.

The average period of their residence in Minnesota is 26.3 years.

Fourteen members of the home were commissioned officers of volunteers during the War of the Rebellion. One of these, now a helpless invalid, was a member of the first territorial legislature of Minnesota and of subsequent state legislatures; a captain of volunteers in the war, and commander of the Department of Minnesota, G. A. R.

Every branch of the service, every department and nearly every army corps is represented in the home. Its members participated in all the decisive campaigns and battles of the Rebellion.

The descriptive list of members, on a subsequent page, gives a detailed statement of the disabilities, many of them originating in the service, which caused their admission to the home. None have been admitted without a thorough medical examination, and all whose disabilities had been removed by rest or medical treatment have been required to take a furlough or discharge, except a few retained for necessary, laborious duty.



COTTAGE NO. 5.

During the year a total of 68 infractions of the rules were reported. Forty-eight members committed one offense each; 1 committed four offenses; 358 members committed no offense during the year. These figures bear their own comment as to conduct and discipline.

During the past eight years the number of average sick, during each year, has been as follows:

1889.....	52	1893.....	50
1890.....	58	1894.....	75
1891.....	62	1895.....	84
1892.....	51	1896.....	98

The ages of the 418 members of the home at the close of the fiscal year 1895-6 were as follows:

46.....	1	66.....	16
47.....	5	67.....	5
48.....	6	68.....	5
49.....	6	69.....	18
50.....	8	70.....	10
51.....	14	71.....	7
52.....	20	72.....	5
53.....	23	73.....	7
54.....	14	74.....	11
55.....	15	75.....	5
56.....	18	76.....	6
57.....	21	77.....	2
58.....	17	79.....	4
59.....	24	80.....	1
60.....	26	81.....	4
61.....	20	83.....	1
62.....	18	85.....	1
63.....	20	88.....	1
64.....	22	89.....	1
65.....	10		

The 418 members of the home represent the following counties in Minnesota:

Aitkin	2	Meeker	1
Anoka	2	Murray	2
Brown	3	McLeod	3
Blue Earth.....	9	Nicollet	4
Benton	2	Nobles	1
Big Stone.....	3	Olmsted	7
Becker	2	Otter Tail	6
Crow Wing.....	6	Pine	2
Chisago	1	Polk	3
Clay	2	Pipestone	1
Carlton	3	Ramsey	86
Carver	3	Redwood	4
Chippewa	1	Renville	2
Dakota	16	Rice	4
Douglas	1	Stearns	8
Faribault.....	2	Scott	1
Fillmore	3	Sherburne	2
Goodhue	1	Stevens	4
Grant	1	Steele	1
Hennepin	156	Swift	1
Hubbard	1	Sibley	1

Houston	1	St. Louis	2
Itasca	2	Waseca	2
Le Sueur	4	Wabasha	5
Lyon	2	Washington	10
Marshall	1	Watsonwan	2
Mower	5	Winona	6
Morrison	3	Wright	9

The members of the home enlisted from the different states as follows:

California	2	Minnesota	174
Colorado	1	Mississippi	4
Connecticut	3	Nevada	1
District of Columbia	2	New Hampshire	2
Illinois	38	New Jersey	3
Indiana	7	New York	32
Iowa	11	Ohio	10
Maine	18	Pennsylvania	23
Maryland	3	Rhode Island	1
Massachusetts	10	Vermont	3
Michigan	10	Wisconsin	60

The following are the nativities of members of the home:

United States	236	Norway	10
Austria	2	Prussia	7
Bavaria	3	Russia	1
Canada	14	Saxony	1
England	12	Scotland	3
France	3	Sweden	7
Germany	40	Switzerland	4
Ireland	68	Wales	1
New Brunswick	5	At sea	1

The following are the occupations of the members of the home:

Agents	3	Lumber scalers	2
Bakers	1	Lumbermen	18
Barbers	2	Machinists	3
Blacksmiths	8	Masons	6
Boatmen	1	Millwrights	2
Boilermakers	1	Minister	1
Bookkeepers	4	Molders, iron	3
Brakeman	1	Musicians	4
Bricklayers	2	Painters	13
Butchers	2	Paperhangers	1
Carpenters	28	Peddler	1
Carriagemakers	1	Physicians	4
Carriage painters	1	Picture frame maker	1
Carriage trimmers	1	Plumber	1
Clerks	9	Pocketbook maker	1
Coachman	1	Printers	8
Collector	1	Railroad men	3
Confectioner	1	River men	3
Cooks	5	Salesman	1
Coopers	7	Shoemakers	7
Coppersmith	1	Spinners, wool	1
Engineers	12	Tailors	3
Farmers	74	Teachers	2
Fireman	1	Teamsters	7
Gardeners	6	Tinsmith	1
Glovemakers	1	Turner, wood	1
Lather	1	Veterinarian	1
Laborers	141	Wool carder	1

EXPENSES OF MAINTENANCE.

All the expenses of maintaining the soldiers' home, including not only food, clothing, fuel, and medicine, but also salaries, furniture, fixtures, books, nursing, burials, and all repairs in excess of \$2,000 a year, are paid from the "home support fund" in the state treasury. This fund consists (1) of the standing annual appropriation, \$20,000; (2) of the per capita allowance from the United States government of \$100 a year for each inmate (average attendance), received quarterly, and (3) payments by pensioned members of all received by them in excess of four dollars a month, less amounts refunded to dependent families. Disbursements are made from this fund by state auditor's warrants, an itemized bill, approved by our executive committee, being filed with the auditor as his voucher for each warrant. Thus every dollar paid for the support of the home from the beginning is represented by receipted invoices now on file in the state auditor's office, signed by the persons who performed service or furnished supplies.

The account with the home support fund for the year under review is as follows:

RECEIPTS.

Balance on hand Aug. 1, 1895.....	\$13,281.61
Annual appropriation	20,000.00
Per capita allowance from the United States.....	27,994.78
Pension money paid by members.....	6,219.00
Total	<u>\$67,495.39</u>

EXPENDITURES.

For home support during the year.....	\$65,347.19
Balance on hand July 31, 1896.....	2,148.20
Total	<u>\$67,495.39</u>

The report of the adjutant states that the value of the garden products for the year were: Vegetables, \$281.50; milk, \$592; pork, eggs, etc., \$375.50; total, \$1,249. All these products were consumed at the home.

The quartermaster's report shows that the average cost of the rations per diem was reduced 2.9 cents from the previous year, largely due to the reduced cost of vegetables; potatoes, for example, having been purchased as low as thirteen and fourteen cents per bushel. The average cost of maintenance, per capita, was \$177.58, being \$1.19 less than for the preceding year. Clothing, bedding, etc., are almost entirely purchased direct from the man-

ufacturers. Fuel is purchased under the general state contract, but is a very expensive item. The following are average prices for leading articles of food:

Beef, fresh, per pound.....	\$0.08	Flour, Graham, per barrel...	\$2.89
Beef, corned, per pound.....	.06	Corn meal, Akron, per barrel.	3.22
Bacon, per pound.....	.08	Rolled oats, per barrel.....	2.69
Ham, per pound.....	.09	Beans, navy, per bu.....	1.21
Fish, fresh, per pound.....	.08	Potatoes, per bu.....	.14
Mackerel, per barrel.....	22.89	Coffee, per pound.....	.26 $\frac{1}{2}$
Salmon, per barrel.....	10.75	Tea, per pound.....	.25
Cod fish, per cwt.....	5.35	Sugar, C, per pound.....	.047
Flour, per barrel.....	3.05	Sugar, G, per pound.....	.05 $\frac{1}{4}$

A COMPREHENSIVE INVENTORY.

On July 31, 1896, the close of the fiscal year, the commandant caused to be prepared a complete inventory of every article of property belonging to the soldiers' home. This inventory is complete to the minutest detail, even of food and medical supplies, and to each item its value is affixed. A classified recapitulation of this inventory shows these results:

Provisions	\$838.63
Clothing and bedding.....	4,362.16
Fuel	199.35
Light	8.00
Household supplies.....	1,833.22
Books in library.....	601.50
Furniture and upholstery.....	4,997.58
Tools and machinery.....	6,258.45
Stock and implements.....	1,378.25
Laundry supplies	1,647.67
Drugs and medical supplies.....	865.70
Buildings, grounds and improvements.....	304,080.19
Total	<u>\$327,069.70</u>

As the total state appropriations to date, for buildings and home support, have been \$559,195.42, it will be seen that the net cost to the state of supporting an average of 239 persons for nine years has been \$232,125.72, or an average of \$107.91 per year for each person so supported at the home.

BILL OF FARE.

Special attention is always given to the dietary of the home. Provisions abundant in quantity, of wholesome quality, and well cooked, are constantly served, and no just complaint has been or can be made of this department. The bill of fare at the general dining hall is changed frequently. It is now as follows:



COTTAGE NO. 2.

SUNDAY.

Breakfast—Baked beans, fried ham, fried potatoes, biscuit, bread, butter, coffee.

Dinner—Roast beef, vegetables, pickles, pie, bread, butter, tea.

Supper—Boiled rice, milk, fried potatoes, sauce, cake, bread, butter, tea.

MONDAY.

Breakfast—Oatmeal and milk, sausage, potatoes, bread, butter, coffee.

Dinner—Roast veal, vegetables, bread pudding, bread, butter, tea.

Supper—Beef stew, bread, butter, ginger-bread, tea.

TUESDAY.

Breakfast—Oatmeal mush and milk, beefsteak, potatoes, bread, butter, coffee.

Dinner—Vegetable soup, boiled beef, potatoes, bread, butter, bread pudding, tea.

Supper—Cornmeal mush and milk, bread, butter, apple sauce, cake, tea.

WEDNESDAY.

Breakfast—Oatmeal mush and milk, pork chops, fried potatoes, bread, butter coffee.

Dinner—Mutton stew, vegetables, bread, butter, pie, tea.

Supper—Cold meats, fried potatoes, bread, butter, ginger-bread, tea.

THURSDAY.

Breakfast—Oatmeal mush and milk, mutton chops, potatoes, bread, butter, coffee.

Dinner—Barley soup, roast beef, vegetables, pudding, bread, butter, tea.

Supper—Cornmeal mush and milk, fried potatoes, bread, butter, sauce, cake, tea.

FRIDAY.

Breakfast—Boiled mackerel, eggs, potatoes, bread, butter, coffee.

Dinner—Baked fresh fish, vegetables, bread, butter, pie, tea.

Supper—Codfish sauce, fried potatoes, pickles, cheese, bread, butter, cake, tea.

SATURDAY.

Breakfast—Oatmeal mush and milk, fried bacon, potatoes, bread, butter, coffee.

Dinner—Roast pork, vegetables, rice pudding, bread, butter, tea.

Supper—Cold meats, fried potatoes, hot biscuit, bread, butter, tea.

THE DAILY ROUTINE.

It has always been the aim of the management to make the discipline of the home mild and paternal. With experience have come added safeguards to the comfort of the well-disposed, as a protection from the unruly. Infractions of rules are growing less frequent in proportion to population. The daily routine is as follows:

Reveille at 6 a. m.

Roll call at 6:30 a. m., at which time the orderly sergeant of each cottage makes the details for the work of the day. On Sun-

days a dining-room detail is ordered from each cottage, the men so detailed serving for one week

Breakfast each day at 7 a. m.

Sick call at 8:30 a. m.

Chapel call (Sundays) at 10:30 a. m.

Dinner at 12 m.

Supper at 6 p. m., except Saturdays, on which day the hour is 5:30 p. m.

Tattoo at 8:45 p. m.

Taps at 9 p. m. Lights out and absolute quiet is required during the night.

The work of sweeping and scrubbing the buildings, waiting on tables, etc., is done by details of members without pay. A night watchman patrols the grounds to preserve order and guard against fire and other contingencies. Under a new regulation the care of the grounds is now provided for by a special daily detail.

THE PENSION REGULATIONS.

A full history of the experience of this institution in the matter of pensions of members has been given in our previous reports. All who receive pensions in excess of four dollars per month are required to pay in that excess quarterly on receipt, and it is turned into the state treasury to the credit of the soldiers' home support fund. This rule was adopted early in the history of the institution, and has been impartially enforced. It is plainly founded on equity and justice. The arguments in its favor have been fully stated in several previous reports. It had been sustained by public sentiment generally, and by the express approval of successive annual encampments of the Grand Army of the Republic of this state. But some of the inmates of the home still protested against it, and appealed to the members of the legislature of 1893 for the enactment of a law abrogating this rule. Instead of complying with their request, the legislature promptly passed a bill fully indorsing the policy which had been pursued. The law referred to is as follows:

Be it enacted by the Legislature of the State of Minnesota:

Section 1. Section twenty-eight (28) of chapter one hundred and forty-eight (148) of the General Laws of eighteen hundred and eighty-seven (1887) is hereby amended, by adding at the end of said section the following proviso, to wit: Provided further, that in making regulations governing the admission, maintenance, and discharge of the inmates of said home, it shall be lawful for said board of trustees to make it a condition for the admission to said home, that all soldiers admitted thereto receiving a pension from the United States exceeding four (\$4) dollars per month, shall pay over said excess to the

board of trustees, and said board of trustees may use said excess in all cases, where the soldier has no wife or child living depending on him for support, toward defraying the expenses of maintaining said institution; but in all cases where such soldier has a wife or child living, depending upon him for support, or in circumstances of dependence and want, said board of trustees may, and it shall be their duty to pay over such excess to the wife or child of such soldier, and take duplicate receipts therefor, delivering one of the same to said soldier and filing one with the state treasurer, as ex-officio treasurer of the board; but the said board of trustees may, in their discretion, grant to the wife or child of such soldier, from the state soldiers' relief fund, an amount at least equal to the sum so paid in by such soldier, in lieu of the payment to such wife or child herein required.

Sec. 2. This act shall take effect and be in force from and after its passage.

In accordance with this law the rule of the home in regard to this subject was amended by the board of trustees so as to read as follows:

All members of the home who receive United States pensions exceeding four (\$4) dollars per month shall pay over such excess to the commandant quarterly, on receipt thereof; provided, that members absent with leave and not supported by the home during the whole of one or more periods of thirty consecutive days may be permitted to retain their entire pension for the period so absent. In case any pensioned member of the home has a wife or child living, dependent on him for support or in circumstances of dependence or want, the executive committee may direct that pension money received from such member be paid over to such wife or child as the law provides; or in lieu thereof shall grant to the wife or child of such member from the state soldiers' relief fund an amount at least equal to the sum so received from such soldier. Receipts from pensions of all members shall be transmitted quarterly by the commandant to the president of the board of trustees, who shall, after causing the secretary to make detailed registry thereof in his records, pay over such amount as the executive committee may direct to destitute wives and children of members and deposit the remainder in the state treasury to the credit of the soldiers' home support fund.

The inflexible enforcement of this rule has a doubly economical effect. The proceeds of this pension money provides a very appreciable portion of the funds expended, and the fact that members who are absent with leave supporting themselves retain all their pension serves as a strong inducement for many to make the effort. Thus, the expenses of the institution are greatly reduced and its revenues considerably increased by the admirable operation of this just and judicious enactment.

A DECISION OF THE IOWA SUPREME COURT.

The action by our board, under this law, was fully sustained by Judge Segrave Smith of the district court in Hennepin county, on March 23, 1895. The case was not appealed to the supreme court.

The supreme court of the State of Iowa recently upheld a similar rule in force in that state. We quote the following report of that decision:

"It is the opinion of the court that the legislature intended to provide a home for the disabled or diseased soldiers who were not possessed of suf-

ficient means to support themselves, and who, in the absence of a provision by the state, would be without the necessities and comforts of life. If a diseased or disabled soldier has ample means to support himself, either by reason of drawing a pension or because he is the possessor of property, or if he has relatives who are able and willing to properly support him, there can be no good reason for holding that the state should support him and he be permitted to enjoy the benefits of his ample means, while others, equally deserving and without means of support, are constantly knocking for admission, and must be refused because the institution is filled.

"Such a construction of the law would largely defeat one of the chief purposes of its enactment, viz: the support of those who by reason of their poverty may be unable to support themselves. Under the provisions of the law, the board has ample power to determine the circumstances under which a soldier may be admitted to the home, and to say how much of the income he may be receiving, if any, he shall contribute towards his support while enjoying the benefits of the bounty of the state.

"The support offered by the state and given at the home is a gratuity, and not based upon any legal duty or contractual relations between the state on the one hand and the inmates of the home on the other. Hence, it follows that the power which confers the benefaction may by itself or its agents determine what the benefaction shall be, and the circumstances under which it must exist in order to entitle one to share the state's bounty. This deprives the soldier of no rights. When he makes application for admission to the home, he knows what the rules require, and he then understands the condition under which he may be a sharer of the bounty of the state.

"When we have in mind the purpose of the legislature and the fact that deserving diseased and disabled soldiers are constantly seeking admission to the home, but are refused for want of room, it would seem that the rules complained of are just and humane and in accordance with the spirit of the act creating the institution.

"It is said, and is no doubt true, that many of the inmates are not addicted to habits which render some of the rules necessary as to them, and it is claimed that they should not be subjected thereto. Manifestly, the rules must be general.

"Rules are only necessary because some will not conduct themselves properly without restraint, and as in government, the good citizen is amenable to and controlled by the legislation that is rendered necessary by the acts of the vicious, so in this home, all who receive its benefits must respect and obey its rules which are rendered necessary for the good of all the inmates."

The court says: "But two questions arise upon this record: First, had the board of commissioners of the soldiers' home authority to adopt the rules in question, and, second, are they reasonable?"

The court then reviews chapter 58 of the acts of the Twenty-first general assembly, which provided for the establishment of the home, and says: "The legislature, having conferred authority upon the board of commissioners to 'make rules and regulations not inconsistent with the laws and constitution of the state for the management and government of said home, including such rules as they may deem necessary for the preserving of order, enforcing of discipline and preserving the health of its inmates,' courts should not interfere with the action thus taken, unless it is plainly manifest that the board has abused the discretion with which it is vested. There is no such showing in the record. Without entering into a discussion of the evidence, it is sufficient to say that it shows that such rules are necessary and proper for the management of the institution and for enforcing discipline among its inmates."

"It is said that the rules in question violate the federal laws in that they take from the soldier his pension," says the court. "These statutes (Revised Statutes of the United States, section 4,745, 4,747) provide that 'any pledge, mortgage, sale, transfer or assignment of any right, claim or interest to any pension that has been or may hereafter be granted shall be void, and that no sum of money to become due any pensioner shall be liable to attachment, levy or seizure, but shall wholly inure to the benefit of the pensioner.' The statutes are not violated by the rules in controversy. * * *



NORTH WING OF HOSPITAL.

Again, these rules are in harmony with the federal statutes relating to the naval hospital, and as to soldiers accepting the benefits of the soldiers' home at Washington, and as soldiers accepting the benefits of national homes for disabled volunteers. United States Statutes, sections 4,813, 4,818, 4,819, 4,920, 4,832, and supplement to Revised Statutes of the United States, volume 1, page 410."

The supreme court concludes: "We hold that these rules are authorized and reasonable."

ROLL OF MEMBERSHIP.

The following tables contain the names, military history, etc., of all the present members of the soldiers' home, and like descriptive lists of such as have been discharged or have died during the past fiscal year:

DESCRIPTIVE LIST OF MEMBERS OF THE MINNESOTA STATE SOLDIERS' HOME, JULY 31, 1896.

NAME.	COMPANY AND REGIMENT.	Rank.	Length of Serv.	Nativity.	Age.	Pension per Month.	Disability.	County Admitted From.	Occupation	Married or Single.	Read and Write.	When Admitted.	Years Res. in Minn.
Alton, Thomas.	{ F, 2d Minn. Inf.	Private	65	Ireland	50	....	Palsy, left side...	Dakota	Laborer	Married	Yes	June 20, 1895	40
Alwood, Daniel H.	{ K, 4th U. S. Inf.	Private	20	Vermont	60	\$3	Blood poisoning...	Ramsey	Laborer	Married	Yes	Oct. 26, 1889	57
Allen, Henry D.	{ E, 14th Wis. Inf.	Private	27	New York	53	....	Dis. prostate gland	Hennepin	Cooper	Single	Yes	May 21, 1896	19
Averill, Warren S.	{ D, 2d Ill. Art.	Private	12	Maine	52	12	Parietis	Hennepin	Laborer	Widower	Yes	June 28, 1892	18
Arnes, Josiah.	{ B, 28th Maine Inf.	Corporal	40	Ohio	66	....	Hemia	Hennepin	Laborer	Widower	Yes	Nov. 28, 1893	40
Alexander, William.	{ A, 6th U. S. Inf.	Private	36	Ireland	58	12	Loss of right arm.	Ramsey	Shoemaker	Single	Yes	Aug. 8, 1893	30
Alexander, Johan.	{ E, 2d U. S. Inf.	Private	36	Norway	....	11	Inj. to feet, freez.	County Tail.	Farmer	Single	Yes	May 8, 1895	21
Amaloug, Christopher.	{ L, 1st Minn. H. A.	Private	71	Pennsylvania	57	....	Heart dise se, piles	Hennepin	Laborer	Single	Yes	Nov. 6, 1896	30
Athey, Andrew T.	{ E, 95th Ohio Inf.	Private	36	Ohio	71	....	G. S. W. asthma.	Ramsey	Painter	Single	Yes	April 4, 1896	30
Archibald, Amos O.	{ D, 15th Maine Inf.	Private	39	Maine	53	....	Catarth, anaemia.	Crow Wing	Farmer	Widower	Yes	July 27, 1896	2
	{ L, 4th U. S. V. Vols.	Private											
Beck, Andrew.	{ B, 4th Minn. Inf.	Private	14	Germany	65	....	Heart dis., rheum.	Ramsey	Laborer	Single	Yes	Dec. 8, 1887	38
Brannigan, Barney	{ A, 3d Wis. Inf.	Private	17	Ireland	72	8	Par. rheumatism.	Waseca	Laborer	Single	No	Dec. 16, 1887	41
Ballard, John.	{ D, 19th Wis. Inf.	Private	45	New York	60	12	Rheumatism	Mower	Merchant	Single	Yes	Jan. 5, 1888	17
Butz, Adolph.	{ 1st Bat. Minn. Art.	Private	34	Germany	64	8	Hemia	Hennepin	Farmer	Single	Yes	April 12, 1892	42
Blatchley, James L.	{ E, 2d N. Y. H. A.	Private	37	New York	63	12	Varicose veins.	Dakota	Cooper	Widower	Yes	Aug. 28, 1889	43
Byrne, Patrick H.	{ E, 6th U. S. Inf.	Private	36	Canada	64	6	Lame back.	Ramsey	Laborer	Single	Yes	Jan. 3, 1891	45
Bachelor, Leonard A.	{ 130th Ill. Inf.	O. Sergt.	36	New York	73	8	Chronic dyspepsia.	Crow Wing	Laborer	Widower	Yes	April 2, 1891	30
Boydner, John.	{ U. S. Navy	Seaman	39	Maine	70	6	Rheu, diabetes.	Stearns	Farmer	Widower	Yes	Aug. 7, 1891	28
Bigler, Philip J.	{ Minn. Militia	Private	39	Germany	79	....	Rheumatism	Blue Barth.	Laborer	Widower	Yes	Aug. 4, 1891	38
Branigan, Thos.	{ G, 22d Mass. Inf.	Private	49	Ireland	62	6	Gunshot wound.	Dakota	Farmer	Widower	No	Nov. 13, 1895	27
Buchanan, Colin.	{ I, 14th Vet. R. C.	Private	36	Scotland	71	8	Gunshot wound.	Hennepin	Farmer	Widower	Yes	May 28, 1892	40
Brine, Peter.	{ I, 6th Minn. Inf.	Private	36	England	71	12	Gunshot wound.	Ramsey	Painter	Single	Yes	July 16, 1892	40
Brockett, George F.	{ F, 9th Minn. Inf.	Private	13	New York	75	8	Chronic nephritis.	Olmssted	Farmer	Widower	Yes	Oct. 4, 1892	37
Reals, Holland W.	{ E, 28th Mich. Inf.	Private	6	Michigan	52	6	Epilepsy	Ramsey	Expressman	Single	Yes	Sept. 6, 1892	29
Boutier, John.	{ M, 1st Minn. M. R.	Private	32	Canada	80	12	Rheumatism	Ramsey	Laborer	Widower	No	Sept. 30, 1895	50
	{ M, 2d Minn. Cav.												
Burkholder, David W.	{ A, 7th Pa. R. V. O.	2d Lieut.	48	Pennsylvania	60	8	Rheumatism	Hennepin	Clerk	Widower	Yes	Aug. 19, 1893	13
Burkley, Martin.	{ D, 24th Wis. Inf.	Private	34	Indiana	56	6	Rheumatism	Ramsey	Engineer	Married	Yes	Sept. 7, 1893	27
Berg, Edward.	{ C, 5th Inf.	Private	36	Norway	60	6	Rheumatism, piles.	Ramsey	Painter	Widower	Yes	May 28, 1896	35
Bartlett, Nicholas.	{ A, 17th Ill. Inf.	Private	37	France	59	....	Rheu, blind 1 eye	Ramsey	Engineer	Married	Yes	Nov. 7, 1895	10
Burns, Luke.	{ A, Hatch's Minn. Cav.	Private	36	Ireland	66	10	Dyspepsia	Hennepin	Lumberman	Married	Yes	Dec. 4, 1893	44
Burke, Michael.	{ C, 9th Minn. Inf.	Private	48	Ireland	48	....	Rheumatism	Hennepin	Laborer	Widower	Yes	Feb. 27, 1894	39
Butler, Myron J.	{ E, 7th Minn. Inf.	Private	33	Pennsylvania	67	6	Rheu, inf. to arm	Ramsey	Carpeteer	Widower	Yes	Dec. 11, 1893	33
Brand, William.	{ F, 62d N. Y. Inf.	Private	36	Germany	54	8	Rheu, neuralgia.	Hennepin	Shoemaker	Married	Yes	Jan. 18, 1894	20

Ball, Ezra.....	I, 5th Wis. Inf.	Private..	17 Ohio	(69)	12 Paralysis.	Murray	Laborer	Single	Yes, Aug. 29, 1894 16
Barrett, John.....	L, 4th Iowa Inf.	Private..	16 England	(53)	Neuritis.	Ramsay	Cook	Widower	Yes, Aug. 21, 1894 13
Barnett, Nathan E.....	K, 2d Minn. Cav.	Private..	17 Massachusetts 64	(53)	8 Blood poison.	Fullmer	Blacksmith.	Single	Yes, Oct. 10, 1894 36
Bullock, Horace.....	G, 5th R. I. H. A.	Private..	44 Rhode Island 63	(53)	Bronchitis	Hennepin	Laborer	Single	Yes, Dec. 18, 1894 12
Barlow, Wm. T.....	B, 1st Bat. Minn. Inf.	Private..	46 Minnesota	(48)	Rheumatism	Hennepin	Butcher	Widower	Yes, Dec. 24, 1894 48
Brown, Nathaniel.....	A, 4th Minn. Inf.	Private..	10 New York	(70)	8 Senile debility.	Hennepin	Farmer	Single	Yes, April 26, 1895 31
Bruce, Robert.....	G, 18th U. S. C. T.	Sergeant.	12 Dist. of Col.	(61)	Rheumatism	Ramsay	Married	Single	Yes, June 17, 1895 39
Brudley, Charles.....	3d N. Y. Cav.	Q. M. S.	51 New York	(68)	1. Rheumatism	Blue Earth. Laborer	Barber	Single	Yes, Aug. 6, 1895 26
Bradley, Patrick.....	F, 30th Maine Inf.	Private..	19 Ireland	(54)	1. Pleurisy	Swift	Laborer	Single	Yes, Dec. 14, 1895 13
Buehacker, Daniel.....	F, 25th Wis. Inf.	Private..	34 Germany	(53)	12 Rheumatism	Hubbard	Farmer	Married	Yes, May 29, 1896 36
Bruener, Geo. W.....	F, 22d Mo. Inf.	Private..	3 New York	(51)	Rheumatism	Hennepin	Broker	Married	Yes, Feb. 14, 1896 12
Brown, Alexander.....	G, 16th Ill. Inf.	Private..	23 New York	(55)	8 Hernia, piles	Rice	Lumberman	Widower	Yes, April 15, 1896 4
Brewster, Warren.....	H, 20th N. Y. Cav.	Private..	8 New York	(57)	8 Rheumatism, piles.	Redwood	Farmer	Married	Yes, Dec. 23, 1896 28
Collas, Peter.....	A, 1st Mo. L. Art.	Private..	46 France	(62)	8 Hernia	Nicollet	Laborer	Single	Yes, Jan. 25, 1888 18
Curtis, Albert.....	C, 1st Mich. Eng.	Private..	37 New York	(79)	8 Hernia	Ramsay	Laborer	Single	Yes, Nov. 30, 1888 10
Connely, Christ.....	K, 10th Minn. Inf.	Private..	37 Ireland	(55)	8 Rheumatism	Ramsay	Laborer	Married	No. April 16, 1891 39
Capistrant, Leander.....	D, Brackett's Bat.	Private..	27 Massachusetts 55	(55)	8 Rheumatism	Ramsay	Laborer	Married	No. Feb. 11, 1896 37
Crowley, Humphrey.....	O, 5th Minn. Cav.	Private..	5 Ireland	(69)	Asthma, bronchitis	Houston	Laborer	Single	Yes, Dec. 28, 1892 24
Churchill, Lorenzo D.....	H, 8th Mo. Inf.	Private..	43 Vermont	(76)	12 Rheumatism	Hennepin	Printer	Widower	Yes, Nov. 1, 1892 84
Cronestedt, Andrew P.....	K, 6th Minn. Inf.	Private..	10 Sweden	(57)	6 Rheumatism	Hennepin	Laborer	Single	No. Sept. 5, 1893 32
Coyne, Austin.....	E, 2d Minn. Inf.	Private..	8 Ireland	(66)	5 Contused shoulder.	Ramsay	Laborer	Married	No. Sept. 23, 1893 23
Condren, Joseph.....	F, 9th Ill. Cav.	Private..	36 Ireland	(55)	8 Hernia	Hennepin	Coachman	Single	Yes, Aug. 9, 1894 21
Cole, Ira.....	I, 45th Pa. Inf.	Private..	36 Ireland	(55)	8 Hernia	Hennepin	Coachman	Single	Yes, Aug. 9, 1894 21
Curry, Hugh.....	72d Co., 2d Batt'n Vet. Res. Corps.	Private..	36 Illinois	(56)	6 Piles, injury to arm	Ramsay	Coppersmith	Married	Yes, Aug. 15, 1894 39
Coombs, William.....	2d Minn. Co. Ber-	Private..	36 Canada	(64)	8 Rheumatism	Hennepin	Lumberman	Single	Yes, Aug. 31, 1894 36
Collins, Patrick.....	C, 1st Minn. Inf.	Private..	42 Maine	(66)	6 Chronic catarrh.	Stearns	Laborer	Married	No. Oct. 15, 1894 40
Collins, John L.....	K, 3d Minn. Inf.	Private..	12 New York	(61)	General debility.	Olmsted	Laborer	Widower	No. Nov. 13, 1894 33
Copp, John.....	7th Bat. Mass. L. A.	Private..	47 Massachusetts 66	(66)	Cystitis	Hennepin	Teacher	Single	Yes, Dec. 11, 1894 8
Clark, William.....	A, 61st N. Y. Inf.	Private..	42 Pennsylvania 62	(62)	Subjective	Hennepin	Laborer	Single	Yes, Dec. 11, 1895 4
Chase, Sumner V.....	D, 4th Wis. Inf.	Sergeant	14 Ireland	(57)	Asthma	Dakota	Railroader	Single	Yes, April 13, 1895 33
Christopherson, Lewis.....	H, 2d Minn. Cav.	Private..	36 New York	(57)	8 Wound in head.	Ramsay	Salesman	Married	Yes, April 20, 1895 31
Colthian, Thomas.....	K, 11th Minn. Inf.	Private..	10 Norway	(50)	Asthma	Wright	Laborer	Married	Yes, July 24, 1895 33
Christianson, Allend.....	G, 6th Pa. Inf.	Private..	49 Ireland	(55)	Hernia	Stevens	Laborer	Married	Yes, Aug. 28, 1895 21
Cartier, Bazil.....	L, 5th U. S. Art.	Private..	18 Norway	(62)	8 Broken leg.	Lyon	Laborer	Single	Yes, July 18, 1895 14
Clark, John.....	B, 42d Wis. Inf.	Private..	10 Illinois	(52)	8 Cystitis	Winona	Farmer	Widower	Yes, Oct. 18, 1895 2
Cantek, Elias V.....	H, 35th Wis. Inf.	Private..	21 New York	(52)	Rheumatism	Olmsted	Laborer	Single	Yes, Oct. 21, 1895 21
Carr, Robert.....	B, 2d Minn. Inf.	Private..	30 New York	(55)	6 Inf. of mas. ant.	Other Tail. Farmer	Farmer	Married	Yes, Feb. 3, 1896 39
Cudler, Orson B.....	I, 203d Pa. Inf.	Private..	10 Ireland	(57)	Rheumatism	Atkin	Lumberman	Single	Yes, Feb. 4, 1896 6
Crapp, Aaron H.....	Mus. 22d Inf. Inf.	Musican	36 Maine	(61)	6 Rheum., bronchitis	Hennepin	Musican	Widower	Yes, Feb. 27, 1896 40
Chase, John W.....	L, 2d Minn. Cav.	Private..	36 England	(62)	6 Carbuncle	Hennepin	Blacksmith.	Single	Yes, May 9, 1896 30
Chapman, John.....	D, 7th Minn. Inf.	Private..	28 Maine	(66)	6 Heart disease	Big Stone	Prison g. rd.	Single	Yes, June 9, 1896 20

DESCRIPTIVE LIST OF MEMBERS OF THE MINNESOTA STATE SOLDIERS' HOME, JULY 31, 1896.—Continued.

NAME.	COMPANY AND REGIMENT.	Rank.	Length of Service in Months.	Nativity.	Age.	Pension per Month.	Disability.	County Admitted From.	Occupation.	Married or Single.	Read and Write.	When Admitted.	Years Res. in Minn.
Daly, John.....	I, 5th Minn. Inf.....	Private..	11	Ireland.....	81	12	Solaticism.....	Dakota.....	Laborer....	Single.....	No.....	Dec. 9, 1897	52
Davis, Darwin.....	A, 12th Ill. Cav.....	Private..	8	New York.....	55	18	Rheumatism.....	Ramsey.....	Laborer....	Married....	Yes.....	Jan. 22, 1890	24
Devine, Bartholomew.....	K, 23d Ill. Inf.....	Private..	40	Ireland.....	69	12	Rheum., hernia.....	Ramsey.....	Laborer....	Widower....	No.....	Nov. 16, 1890	12
Dibble, Hiram J.....	H, 10th Minn. Inf.....	Private..	34	New York.....	74	6	Rheumatism.....	Hennepin..	Laborer....	Widower....	No.....	June 6, 1891	41
Dibble, William.....	C, 7th Minn. Inf.....	Private..	18	New York.....	47	6	Dyspepsia.....	Ramsey.....	Musician..	Married....	No.....	March 4, 1896	39
Daley, Michael.....	D, 14th Wis. Inf.....	Private..	7	Ireland.....	56	6	Dyspepsia, rheum.....	Ramsey.....	Mason.....	Widower....	No.....	June 1, 1894	12
Dalton, Michael.....	F, 2d Minn. Inf.....	Private..	40	Canada.....	67	12	Heart disease.....	Washington	Lumberman	Single.....	Yes.....	Jan. 16, 1892	42
Dennis, William H.....	C, 9th Ill. Cav.....	Private..	36	Maine.....	61	11	Rheumatism.....	Hennepin..	Laborer....	Single.....	Yes.....	April 27, 1893	11
Davies, William E.....	E, 15th Minn. Mtd. R.....	Private..	12	Wales.....	69	6	Bronchitis.....	Blue Earth	Farmer....	Single.....	Yes.....	Dec. 1, 1893	33
Davis, Millard F.....	I, 31st Maine Inf.....	Private..	17	Maine.....	51	...	Morphine addiction	Ramsey.....	Lumberman	Single.....	Yes.....	Aug. 11, 1894	31
Dougherty, Frank C.....	L, 24th V. R. C.....	Private..	29	Maryland.....	56	...	Heart disease.....	Ramsey.....	Bookkeeper.	Married....	Yes.....	Aug. 15, 1894	41
Deveraux, Albert.....	H, 17th Wis. Inf.....	Private..	41	New York.....	72	12	Sentility.....	Redwood..	Farmer....	Married....	Yes.....	Oct. 23, 1894	21
De Long, Albert.....	F, 42d Ill. Inf.....	Private..	28	New York.....	53	8	Rheu. gunshot wd.....	Dakota.....	Farmer....	Single.....	No.....	Aug. 16, 1895	17
Durose, James.....	C, 1st Mich. Lf. Art.....	Private..	18	England.....	79	12	Sentile debility.....	Washington	Shoemaker.	Single.....	Yes.....	July 16, 1895	51
Deckendorf, Hiram W.....	C, 8th Minn. Inf.....	Private..	35	Maine.....	65	8	Rheu., piles.....	Washington	Laborer....	Married....	Yes.....	Sept. 26, 1896	41
Dittman, Frederick.....	E, 2d Minn. Cav.....	Corporal.	25	Germany.....	60	...	Heart disease.....	Blue Earth.	Farmer....	Married....	Yes.....	Feb. 24, 1896	31
Emery, Josiah.....	F, 1st Ill. Cav.....	Private..	26	Virginia.....	74	12	Rheumatism, age.....	Ramsey.....	Carpenter..	Widower....	Yes.....	April 12, 1892	20
Ericson, Jonas.....	C, 73d Ill. Inf.....	Private..	9	Sweden.....	72	6	Rheumatism.....	Hennepin..	Laborer....	Widower....	Yes.....	June 4, 1889	34
Eagles, Thomas F.....	C, 121st Pa. Inf.....	Corporal.	91	Pennsylvania	67	10	Rheumatism.....	Ramsey.....	Printer....	Single.....	Yes.....	Sept. 13, 1895	13
Elkins, Curtis W.....	U. S. Navy.....	Landsman	42	New Hamp.....	48	12	Abscess on instep.....	Hennepin..	Machinist..	Married....	Yes.....	June 11, 1896	9
Ellingson, Henry.....	G, 1st Minn. Inf.....	Private..	18	Norway.....	53	...	Injury to left side.....	Hennepin..	Gardener....	Single.....	Yes.....	June 1, 1893	33
Evans, Wm. H.....	B, 1st Iowa Cav.....	Private..	9	New Jersey.....	63	6	Heart disease.....	Ramsey.....	Tinner.....	Married....	Yes.....	Oct. 10, 1893	25
Elston, Isaac.....	D, 16th Wis. Inf.....	Private..	50	Pennsylvania	50	...	Blindness.....	Ramsey.....	Barber....	Single.....	No.....	Feb. 16, 1896	23
Frederich, Henry S.....	D, 7th Minn. Inf.....	Private..	18	Germany.....	64	...	Blindness.....	Crow Wing.	Farmer....	Widower....	No.....	Sept. 3, 1894	41
Eyward, John.....	H, 4th Minn. Inf.....	Private..	8	Ireland.....	74	12	Heart disease.....	Rice.....	Farmer....	Married....	Yes.....	Sept. 10, 1891	33
Finnegan, James.....	F, 11th Minn. Inf.....	Private..	8	Ireland.....	70	8	Rheumatism, piles.....	Hennepin..	Tailor.....	Widower....	Yes.....	Aug. 23, 1893	42
Foley, Patrick.....	B, 51st Ill. Inf.....	Private..	15	Ireland.....	62	10	Gunshot wound.....	Hennepin..	Laborer....	Single.....	Yes.....	Mar. 9, 1888	16
Fach, William.....	E, 1st Minn. H. A.....	Private..	36	Switzerland	50	6	Heart disease.....	Ramsey.....	Laborer....	Widower....	Yes.....	Jan. 17, 1889	33
Ferlein, Joseph.....	E, 6th Minn. Inf.....	Private..	33	Bavaria.....	72	12	Rheumatism.....	Stearns.....	Carpenter..	Single.....	Yes.....	July 20, 1890	41
Felton, Isaac B.....	F, 4th Minn. Inf.....	Private..	10	Ohio.....	58	12	Chronic diarrhea.....	Chippewa..	Farmer....	Widower....	Yes.....	June 7, 1894	38
Fleek, William.....	H, 138th Ill. Inf.....	Private..	5	New York.....	62	6	Heart dis., rheu.....	Hennepin..	Farmer....	Single.....	Yes.....	Nov. 19, 1891	8
Fisher, Frederick.....	C, 6th N. Y. Cav.....	Private..	17	New York.....	56	8	Rheumatism.....	Dakota.....	Laborer....	Single.....	Yes.....	Nov. 10, 1892	31
Ferris, Charles.....	I, 6th Minn. Inf.....	Private..	36	England.....	56	12	Heart disease.....	McLeod.....	Farmer....	Single.....	Yes.....	July 24, 1895	38

Finley, Anthony.	B, 20th Ind. Inf.	Private.	16 Wisconsin	50	6	Gunshot wound.	Hennepin.	Carpenter.	Single.	Yes.	Dec. 26, 1893	20
Fleming, John H.	H, 6th Iowa Inf.	Private.	36 Indiana	63	12	Throat, bronchitis.	Hennepin.	Cooper.	Single.	Yes.	Nov. 10, 1893	23
Fitzgobons, Maurice.	A, 3d Iowa Inf.	Private.	37 Ireland	70	12	G. S. wound, throat.	Kansey.	Farmer.	Single.	Yes.	May 3, 1894	10
Farquhar, Daniel.	A, 1st Minn. Inf.	Private.	33 Ohio	69	6	G. S. wound, throat.	Dakota.	Blacksmith.	Single.	Yes.	July 17, 1894	57
Fox, John K.	C, 68th N. Y. Art.	Private.	38 New York.	42	6	Fracture of ankle.	Kansey.	Engineer.	Married.	Yes.	Oct. 4, 1894	3
Feldmann, Frederick.	A, 68th N. Y. Inf.	Private.	18 Germany	51	8	Varicose veins.	Brown.	Laborer.	Single.	Yes.	Jan. 14, 1895	16
Fluegan, John.	K, 6th Iowa Cav.	Private.	43 New Brunswick	50	10	Bronchitis.	Hennepin.	Lumberman.	Married.	Yes.	Aug. 17, 1895	38
Folsom, Amasa S.	L, 31st Maine Inf.	Private.	75 Illinois	51	6	Cancer.	Hennepin.	Farmer.	Single.	Yes.	April 1, 1896	..
Poster, John.	C, Brackett's Battal.	Private.	.. New York.	69	..	Rheumatism.	Hennepin.	Boatman.	Single.	Yes.	April 9, 1895	11
Pelrak, John.	K, 16th Mich. Inf.	Private.	34 Prussia	69	..	Throat, dumbago.	Wabasha.	Lumberman.	Single.	Yes.	April 18, 1895	31
Felix, Paul.	K, 9th Minn. Inf.	Private.	22 Canada	61	12	Throat, dis. of eyes.	Polk.	Laborer.	Single.	Yes.	Sept. 27, 1895	38
Farmer, Simon C.	A, 3d Wis. Inf.	Private.	55 New York.	61	12	Dis. of chest.	Dakota.	Farmer.	Widower.	Yes.	May 14, 1896	2
Farman, George A.	E, 14th Vet. R. C.	Private.	30 Massachusetts	53	..	Tuberculosis.	Hennepin.	Horseman.	Single.	Yes.	July 23, 1896	15
Farnum, George A.	D, 17th Mass. Inf.	Private.	..	..	..	..	..	..	..	..	..	..
Farnum, George A.	B, 4th Mass. Cav.	Private.	40 Minnesota	52	6	Rheumatism.	Ramsey.	Laborer.	Single.	Yes.	Nov. 22, 1894	52
Gervais, Peter.	Hatch's Battal'n	Private.	..	..	..	..	..	..	..	..	..	..
Goedert, Michael.	M, 1st Minn. M. R.	Private.	48 Germany	56	..	Rheumatism.	Hennepin.	Laborer.	Single.	Yes.	Dec. 21, 1891	29
Gariga n, Peter.	G, 8th Wis. Inf.	Private.	44 Ireland	55	6	Gunshot wound.	Le Sueur.	Laborer.	Single.	Yes.	Dec. 13, 1892	29
Griffin, Menzo W.	G, 55th Ill. Inf.	Private.	35 New York.	53	..	Rheumatism.	Hennepin.	Cooper.	Widower.	Yes.	Jan. 9, 1895	8
Goodwin, Simon B.	K, 147th N. Y. Inf.	Private.	..	..	..	..	..	..	..	..	..	..
Goetzman, George.	E, 2d N. J. Cav.	Private.	33 Maine	68	..	Bronchitis.	Sherburne.	Lumberman.	Widower.	Yes.	Mar. 24, 1892	40
Gilson, Sumner.	C, 2d Minn. Cav.	Private.	7 France	73	8	Heart disease.	McLeod.	Molder.	Married.	Yes.	Oct. 21, 1895	40
Gardner, Joseph.	E, 6th Mass. Inf.	Private.	11 Massachusetts	50	6	Injury to side.	Kansey.	Laborer.	Single.	Yes.	July 27, 1893	9
Gibson, Thomas.	H, 98th Pa. Inf.	Private.	14 Pennsylvania	51	..	Fever.	Kansey.	Laborer.	Widower.	Yes.	Nov. 30, 1893	5
Goss, Francis M.	2d W. Va. Inf.	Captain.	55 Pennsylvania	56	..	Rheum. neuralgia.	Hennepin.	Bookkeeper.	Widower.	Yes.	Dec. 12, 1893	14
Gleeson, John.	14th Pa. Cav.	Major.	18 Georgia	62	12	Paraphigia.	Ramsey.	Stonecutter.	Married.	Yes.	Nov. 10, 1894	26
Grady, Edmund.	E, Hatch's Bat'n	Private.	21 Ireland	63	6	Kidney disease.	Hennepin.	Laborer.	Married.	Yes.	Feb. 18, 1895	38
Harick, William W.	Minn. Cav.	Private.	12 Ireland	74	6	Heart disease.	Isaac.	Laborer.	Single.	Yes.	Nov. 4, 1895	46
Hanley, Patrick.	G, 9th Minn. Inf.	Private.	10 New York.	49	12	Piles, fistula.	Becker.	Laborer.	Single.	Yes.	Dec. 12, 1895	40
Haman, Frederick.	D, 35th Pa. Inf.	Private.	10 Ireland	64	6	Chronic diarrhea.	Winona.	Boatman.	Widower.	Yes.	Dec. 28, 1897	32
Heller, Edmund H.	K, 1st Minn. H. A.	Private.	13 Germany	73	12	Double cataract.	Big Stone.	Farmer.	Married.	No.	Dec. 21, 1899	38
Heaney, Daniel.	G, 1st Minn. M. R.	Private.	23 Pennsylvania	65	12	General debility.	Watowan.	Clerk.	Widower.	Yes.	Jan. 11, 1898	16
Haney, Michael.	2d Pa. H. Art.	Captain.	53 Ireland	62	..	Rheumatism.	Olmsd.	Merchant.	Widower.	Yes.	May 16, 1898	38
Hoffman, John.	B, 2d Minn. Inf.	Private.	25 Ireland	60	8	Gunshot wounds.	Hennepin.	Laborer.	Single.	Yes.	Aug. 8, 1898	33
Hannet, Henry.	A, 2d Minn. Cav.	Private.	9 New York.	75	12	General debility.	Hennepin.	Mason.	Widower.	Yes.	Mar. 11, 1899	37
Hannab, Isaac.	I, 1st Minn. H. Art.	Private.	4 Germany	75	..	General debility.	Brown.	Cabinetmkr.	Widower.	No.	July 29, 1899	37
Hawt, William H.	A, Minn. Militia.	Private.	33 Canada	69	12	Dis. of eyes, piles.	Romsey.	Blacksmith.	Widower.	Yes.	Jan. 26, 1899	9
Halleck, Homer F.	E, 2d Colo. Cav.	Private.	36 Ohio	59	6	Rheumatism, piles.	Hennepin.	Clerk.	Widower.	Yes.	April 28, 1899	30
	O, 3d Ohio Inf.	Private.	33 Ohio	54	8	Gunshot wound.	Le Sueur.	Farmer.	Widower.	Yes.	Feb. 23, 1895	30

DESCRIPTIVE LIST OF MEMBERS OF THE MINNESOTA STATE SOLDIERS' HOME, JULY 31, 1896—Continued.

NAME.	COMPANY AND REGIMENT.	RANK.	Length of Serv. in Months.	Nativity.	Age.	Pension per Month.	Disability.	County Admitted From.	Occupation.	Married or Single.	Read and Write.	When Admitted.	Years Res. in Minn.
Henry, William.....	C, 22d Wis. Inf.....	Private.....	34	Canada.....	69	6	Chr. diarrhea, rheu.	Ramsey.....	Painter.....	Married.....	Yes.	April 14, 1895	19
Hutchinson, Marcus.....	A, 9th N. Y. Inf.....	Private.....	24	Michigan.....	53	...	Ing. hernia.....	Ramsey.....	Printer.....	Single.....	Yes.	Nov. 9, 1892	15
Hysaug, Abram.....	F, 11th Pa. Inf.....	Corporal.....	45	Pennsylvania.....	52	12	Rheumatism.....	Pipestone.....	Laborer.....	Single.....	Yes.	Jan. 13, 1893	10
Huartson, James.....	U. S. Navy.....	Seaman.....	12	New York.....	53	6	Consumption.....	Hennepin.....	Gloveknr.....	Single.....	Yes.	Jan. 24, 1893	8
Hall, Samuel B.....	C, 11th Ind. Inf.....	Private.....	8	Ireland.....	71	8	Rheu., eczema.....	Hennepin.....	Cooper.....	Widower.....	Yes.	April 18, 1893	20
Hoffman, Austin D.....	F, 1st Mich Engs.....	Sergeant.....	25	New York.....	64	6	Asthma, rheu.....	Hennepin.....	Machinist.....	Married.....	Yes.	June 6, 1893	22
Horton, Enoch.....	13th Bat. 1st Mich. Light Art.....	Artificer.....	5	New York.....	85	12	Blind.....	Pine.....	Lumberman.....	Single.....	Yes.	Jan. 17, 1893	34
House, William W.....	H, 90th N. Y. Inf.....	Private.....	48	Connecticut.....	52	8	Gunshot wd. nt. dis.	Blue Earth.....	Bricklayer.....	Single.....	Yes.	July 14, 1893	19
Hennessey, James.....	M, 1st U. S. Lt. Art.....	Private.....	10	Massachusetts.....	47	...	Rheumatism.....	Hennepin.....	Lumberman.....	Single.....	Yes.	Dec. 5, 1893	19
Herrick, Charles.....	H, 3d N. Y. Inf.....	Corporal.....	46	New York.....	59	...	Rheumatism.....	Hennepin.....	Carpenter.....	Single.....	Yes.	Aug. 4, 1893	11
Hovey, George.....	E, 10th N. Y. H. A.....	Artificer.....	35	New York.....	52	6	Rheumatism.....	Hennepin.....	Laborer.....	Single.....	Yes.	Jan. 17, 1896	9
Hill, Frederick A.....	C, 3d Mass. Inf.....	Private.....	12	New Hamp.....	61	...	Rheumatism.....	Ramsey.....	Cook.....	Single.....	Yes.	Oct. 27, 1893	5
Holloran, John.....	K, 51st N. Y. Inf.....	Sergeant.....	11	Ireland.....	65	8	Hernia.....	Stevens.....	Laborer.....	Widower.....	Yes.	Dec. 9, 1893	12
Harig, Mathias.....	E, 19th Wis. Inf.....	Private.....	28	Germany.....	63	...	Lung trouble.....	Stevens.....	Farmer.....	Single.....	Yes.	Dec. 19, 1893	25
Hines, Patrick.....	I, 1st U. S. Vols.....	Private.....	43	Ireland.....	57	...	Varicose ulcer.....	Scott.....	Laborer.....	Single.....	Yes.	Jan. 30, 1894	31
Hauser, Jacob.....	A, 1st Minn. H. Art.....	Private.....	19	Switzerland.....	68	8	Rheumatism.....	Hennepin.....	Laborer.....	Widower.....	No.	Aug. 20, 1894	37
Hall, Michael.....	1st Bat. Minn. L. Art.....	Private.....	8	New York.....	57	...	Loss 2 fing. 2 toes.....	Hennepin.....	Laborer.....	Single.....	Yes.	May 21, 1894	11
Halpin, John.....	K, 16th Ill. Inf.....	Private.....	50	Ireland.....	61	6	Rheumatism.....	Ramsey.....	Gardener.....	Widower.....	Yes.	June 13, 1894	15
Henricks, Frederick.....	E, 6th Minn. Inf.....	Private.....	62	Germany.....	54	6	Rheumatism.....	Ramsey.....	Laborer.....	Single.....	Yes.	July 25, 1896	40
Hogan, William.....	E, 2d U. S. Inf.....	Private.....	62	Ireland.....	72	6	Gunshot wound.....	Ramsey.....	Laborer.....	Single.....	Yes.	Nov. 12, 1894	23
Hulls, Charles W.....	G, 7th Iowa Inf.....	Private.....	16	Pennsylvania.....	60	12	Paralysis.....	Hennepin.....	Printer.....	Married.....	Yes.	Oct. 25, 1894	23
Hopkins, Ebenezer.....	E, 24th Ill. Inf.....	Captain.....	40	Vermont.....	55	12	Loss of leg.....	Murray.....	None.....	Married.....	Yes.	Jan. 23, 1895	13
Healy, Anthony.....	G, 58th Ill. Inf.....	Private.....	42	Ireland.....	52	17	Cancer.....	Offer Fall.....	Solemaker.....	Married.....	Yes.	Nov. 27, 1894	15
Howe, Peter O.....	B, 6th Minn. Inf.....	Private.....	27	Ohio.....	62	10	Rheumatism.....	Hennepin.....	Palmer.....	Single.....	Yes.	Mar. 7, 1895	41
Hughes, Charles.....	U. S. Navy.....	C. boy.....	26	New York.....	52	...	Rheumatism.....	Washington.....	Cook.....	Single.....	Yes.	May 8, 1895	11
Hill, Chang.....	Rand, 10th Wis. Inf.....	Musician.....	5	Germany.....	73	6	Rheumatism.....	Winona.....	Musician.....	Widower.....	Yes.	Aug. 27, 1895	36
Hubbard, Isaac N.....	A, Brackett's Batt'n Minn. Cav.....	Private.....	36	Michigan.....	61	16	Paralysis, rheu.....	Becker.....	Laborer.....	Widower.....	Yes.	Sept. 13, 1895	41
Holman, Franz J.....	B, 82d Pa. Inf.....	Private.....	20	Germany.....	63	...	Rheumatism.....	Hennepin.....	Farmer.....	Single.....	Yes.	June 20, 1894	25
Harnden, Charles B.....	C, 1st Minn. M. R.....	Private.....	13	Maine.....	64	...	Rheumatism.....	Anoka.....	Veterfuhrn.....	Single.....	Yes.	Jan. 28, 1896	40
Henderson, Samuel F.....	A, 106th N. Y. Inf.....	Corporal.....	34	New York.....	59	3	Ht. dis., bronchitis.....	Ramsey.....	Mason.....	Widower.....	Yes.	July 9, 1896	15

Jones, Edward.	D, 1024 U. S. O. T.	Private.	24 Tennessee	73	S Rheumatism.	Ramsey	Laborer	Single.	No.	Nov. 17, 1889	35
Jagel, John.	A, 44th Ill. Inf.	Private.	41 Switzerland	71	Chronic diarrhea	Ramsey	Farmer	Single.	Yes.	Nov. 27, 1889	31
Jansen, William.	A, 24th V. R. C.	Private.	37 Prussia	64	Hernia	Carver	Jeweler	Widower.	Yes.	Oct. 22, 1890	32
J'ss, Charles H.	G, 24 Minn. Inf.	Private.	10 Maine	58	Consumption.	Hennepin.	Wool carder.	Single.	Yes.	Jan. 7, 1892	33
Johnson, Horace M.	G, 1st Minn. Mid. R.	Private.	16 New York	74	Inf. to shoulder.	Hennepin.	Farmer	Married.	Yes.	Mar. 1, 1892	42
Johnson, Charles H.	G, 1st Minn. Inf.	Private.	16 Wisconsin	50	Double hydrocele.	Hennepin.	Carpenter.	Married.	Yes.	Oct. 16, 1893	23
Johnson, Charles.	G, 37th Wis. Inf.	Private.	10 Ohio	59	Locomotor ataxia.	Morrison.	Farmer.	Single.	Yes.	June 7, 1894	33
Jefferson, John W.	G, 11th Minn. Inf.	Private.	36 England	64	Ing. hernia	Hennepin.	Farmer.	Single.	Yes.	Mar. 12, 1894	37
Johnson, John B.	G, 16th N. Y. Inf.	Private.	190 New Hamp.	62	Gunsh't wd., ht. dis.	Washington	Laborer.	Single.	Yes.	Dec. 4, 1894	16
Johnson, George.	1st U. S. Inf.	Private.	35 Canada	52	Paralysis	Christed.	Peddler.	Married.	Yes.	May 15, 1896	27
Kramer, Sigismund O.	C, 1st Minn. Inf.	Private.	51 Germany	60	Rheumatism.	Ramsey	Clerk.	Single.	Yes.	June 26, 1888	37
Knowles, Phil C.	G, 25th Wis. Inf.	Private.	34 Maine	60	Rheumatism.	St. Louis.	Lumberman.	Married.	Yes.	June 6, 1890	9
Kulmas, Ernst.	G, 24 Minn. Inf.	Private.	46 Prussia	68	Heart disease.	McLeod.	Farmer.	Married.	Yes.	Dec. 6, 1891	40
Kling, Thomas.	U. S. Navy.	Seaman.	33 Ireland	53	Eczema.	Ramsey	Laborer.	Married.	Yes.	July 19, 1893	17
Kling, Andrew.	G, 8th Minn. Inf.	Sergeant.	35 Ohio	68	Rheumatism.	Hennepin.	Millwright.	Single.	Yes.	Nov. 9, 1892	40
Kling, Amasa D.	G, 11th Minn. Inf.	Private.	10 New York	61	Piles.	Wright	Farmer.	Married.	Yes.	26, 1894	34
Kelly, Bernard.	F, 1st U. S. Art.	Private.	36 Kentucky	58	Rheumatism.	Ramsey	Farmer.	Single.	Yes.	Oct. 2, 1895	21
Knight, Charles.	H, 5th Wis. Inf.	Private.	10 England	63	Tuberculosis.	Stevens.	Farmer.	Single.	Yes.	Nov. 29, 1893	16
Karnes, James.	Minn. Militia.	Private.	2 Ireland	72	Asthma	Hennepin.	Laborer.	Married.	Yes.	Mar. 30, 1894	38
Kelly, Jean.	K, 8th Minn. Inf.	Private.	35 Austria	64	Rheu., heart disease	Hennepin.	Laborer.	Single.	Yes.	July 31, 1893	37
Kingsbury, George F.	L, 4th Minn. Inf.	Private.	36 Ireland	58	Rheu., hernia, piles	Hennepin.	Carpenter.	Married.	Yes.	Aug. 6, 1893	37
Kaufman, Nicholas.	K, 33d Wis. Inf.	Private.	34 New York	66	Dysp., catarrh of b.	Polk.	Laborer.	Widower.	Yes.	Nov. 10, 1893	23
Kelly, Peter.	B, 1st Ohio L. Art.	Private.	18 Germany	53	Rheumatism, piles.	Hennepin.	Laborer.	Single.	Yes.	Oct. 30, 1893	20
Kielschmidt, John.	F, 17th Wis. Inf.	Private.	45 New York	56	Rheu., heart dis.	Hennepin.	Laborer.	Single.	Yes.	Dec. 5, 1894	5
Kelly, James.	A, 22 Wis. Inf.	Private.	23 Germany	58	Hernia, inf. to arm	Blue Earth.	Carpenter.	Single.	Yes.	Dec. 9, 1894	18
Kelly, William.	D, 34 Wis. Inf.	Private.	108 New York	52	Rheumatism, piles.	Hennepin.	Laborer.	Single.	Yes.	Mar. 1, 1895	13
Knight, George W.	B, 11th Ill. Inf.	Private.	34 Ireland	61	Dis. of lungs.	Otter Tail.	Laborer.	Single.	Yes.	May 9, 1895	30
Knudson, Knud.	H, 1st Vt. Cav.	Private.	36 Vermont	55	Vari. veins, rheu.	Ramsey.	Farmer.	Single.	Yes.	Oct. 30, 1895	41
	10th Wis. Lb. Art.	Private.	40 Norway	64	Rheumatism.	Grant.	Farmer.	Widower.	Yes.	April 30, 1896	20
Lovejoy, Hiram.	A, 17th Wis. Inf.	Private.	36 Maine	63	Gunshot wd., rheu.	Hennepin.	Laborer.	Widower.	Yes.	Jan. 22, 1896	23
Luthe, Hans.	F, 23d Vet. R. C.	Private.	36 Germany	65	Rheumatism.	Winona.	Laborer.	Single.	Yes.	Feb. 5, 1890	41
Lewis, Alonzo O.	K, 9th Minn. Inf.	Private.	37 New York	63	Rheumatism.	Ramsey	Carpenter.	Widower.	Yes.	Aug. 30, 1890	14
Looney, Timothy.	H, 2d Wis. Cav.	Private.	19 Ireland	60	Heart disease.	Redwood.	Farmer.	Married.	Yes.	Dec. 9, 1893	31
Lyonsky, Mytes.	L, 2d Wis. Cav.	Private.	10 Ireland	63	Rheu., loss of eye.	Winona.	Laborer.	Single.	Yes.	Dec. 15, 1892	20
Labonte, Anton.	Minn. Militia.	Private.	2 Prussia	78	Rheu., old age.	Benton.	Farmer.	Single.	Yes.	April 21, 1893	39
Langworthy, Warren P.	E, 180 Wis. Inf.	Private.	49 Ohio	68	Gunshot wd., piles.	Hennepin.	Printer.	Widower.	Yes.	May 10, 1893	12
Livingston, Hugh.	I, 2d Minn. Cav.	Captain.	31 Canada	58	Deaf, inf. to leg.	Olmsted.	Laborer.	Single.	Yes.	May 15, 1893	26
Lent, Benjamin.	J, 1st Minn. Inf.	Private.	91 Ohio	61	Bronch., ht. dis.	Big Stone.	Laborer.	Widower.	Yes.	Mar. 13, 1896	35
Limpus, Eugene M.	28th Bat. Ind. L. A.	Private.	16 Indiana	49	Rheumatism.	Nicolet.	Laborer.	Single.	Yes.	April 14, 1894	2
Loomis, David B.	F, 2d Minn. Inf.	Captain.	40 Connecticut.	78	Senile debility	Washington.	Lumberman.	Single.	Yes.	Aug. 17, 1894	38
Loomis, Thomas.	I, 16th Wis. Inf.	Private.	19 New York	58	Hernia	Hennepin.	Teamster.	Single.	Yes.	Aug. 21, 1894	29
Langvin, Peter.	M, Minn. M. R.	Private.	13 Canada	74	Gunshot wd., cancer	Kanabey.	Farmer.	Married.	Yes.	April 8, 1895	31
Leistikow, Albert.	F, 19th Ill. Inf.	Private.	48 Germany	67	Gunshot wounds.	Oarver.	Carpenter.	Single.	Yes.	April 30, 1895	15

DESCRIPTIVE LIST OF MEMBERS OF THE MINNESOTA STATE SOLDIERS' HOME, JULY 31, 1896—Continued.

NAME.	COMPANY AND REGIMENT.	RANK.	Length of Service in Months.	Nativity.	Age.	Pension per Month.	Disability.	County Admitted From.	Occupation.	Married or Single.	Read and Write.	When Admitted.	Years Res. in Minn.
Lavin, Patrick.....	{ G. 35th N. Y. Inf.... }	Private..	34	Ireland	76	12	Curvature of spine.	Winona.....	Carriagenkr	Single.....	Yes.	April 20, 1895	26
Leslie, William.....	{ B. 3d Md. Inf..... }	Private..	36	Pennsylvania	59	6	Rheu. lameness...	Dakota.....	Lather.....	Widower...	Yes.	Aug. 25, 1895	3
Lambert Westley.....	{ B. 72d Pa. Inf..... }	Private..	36	Canada.....	63	6	Rheu., deafness...	Hennepin...	Laborer.....	Married...	Yes.	Oct. 7, 1895	33
Lynn, David.....	{ A. 2d Bat. U. S. Inf.. }	Private..	36	Ohio.....	58	12	Rheumatism.....	Ramsey.....	Blacksmith.	Widower...	Yes.	Nov. 11, 1895	4
Lyons, Joseph M.....	{ H. 45th Wis. Inf..... }	Private..	9	Ireland.....	53	8	Catarh.....	Hennepin...	Laborer.....	Single.....	Yes.	Dec. 4, 1895	29
Loud, Rufus D.....	{ K. 22d Maine Inf..... }	Private..	10	Maine.....	55	12	Bronchitis.....	Carlton.....	Laborer.....	Single.....	Yes.	Dec. 8, 1895	31
Loehr, Frank.....	{ K. 9th Minn. Inf..... }	Sergeant.	36	Germany.....	77	12	Rheumatism.....	Wabasha...	Butcher.....	Married...	Yes.	Jan. 24, 1896	51
Lytle, Isaac.....	{ F. Hatch's Battalion Minn. Cav..... }	Sergeant.	21	New York.....	59	12	Loss of left arm.	Dakota.....	Laborer.....	Married...	Yes.	Jan. 20, 1896	41
Larkin, Jason L.....	{ F. 1st D. C. Cav..... }	Corporal..	12	Maine.....	58	12	Nervous prostrat'n.	Hennepin...	Physician..	Widower...	Yes.	Mar. 4, 1896	28
Le Blanc, Peter.....	{ C. 2d Minn. Inf..... }	Private..	...	Wisconsin...	53	...	Loss of 3 fingers.	Mower.....	Brateman...	Single.....	Yes.	Mar. 11, 1896	31
Miller, Alexander.....	{ B. 54th Ill. Inf..... }	Private..	47	Indiana.....	60	12	Hemorrh. of lungs.	Hennepin...	Laborer.....	Single.....	Yes.	July 14, 1896	15
Murphy, Patrick G.....	{ C. 4th Mass. Cav..... }	Private..	23	Ireland.....	60	6	Rheumatism.....	Ramsey.....	Shoemkr... Married.	Married...	Yes.	Nov. 4, 1895	18
Martin, Daniel.....	{ I. 7th Minn. Inf..... }	Private..	36	Scotland...	62	8	Rheumatism.....	Morrison...	Laborer.....	Widower...	Yes.	Dec. 1, 1891	40
Mead, Milo M.....	{ 1st Minn. H. Art..... }	Surgeon...	8	Ohio.....	70	...	Chronic diarrhea.	Hennepin...	Physician..	Married...	Yes.	Dec. 27, 1890	39
Morgan, Proctor.....	{ I. 15th Ill. Inf..... }	Private..	49	Ohio.....	61	...	Brouchitis, bernia.	Carlton.....	Lumberman	Single.....	Yes.	Feb. 12, 1892	26
Manz, Conrad.....	{ A. 6th N. Y. Art..... }	Private..	17	Germany.....	53	6	Brouchitis, rheu.	Aitkin.....	Farmer.....	Married...	Yes.	April 7, 1894	18
Madden, John F.....	{ M. 9th Minn. H. Art.. }	Private..	9	Ireland.....	58	12	Rheumatism.....	Hennepin...	Carpenter...	Married...	Yes.	Nov. 30, 1892	41
Marquardt, Michael.....	{ B. Ind. Pa. Battery..... }	Private..	33	Germany.....	59	12	Seale debility.....	Farbaub....	Farmer.....	Married...	Yes.	Dec. 2, 1892	22
Miles, Peter.....	{ I. 81st Ohio Inf..... }	Private..	25	Ireland.....	58	8	Rheumatism, piles.	Hennepin...	Laborer.....	Married...	Yes.	Nov. 27, 1893	18
Marsh, Hosea J.....	{ K. 2d Minn. Inf..... }	Private..	46	Ohio.....	54	6	Rheumatism.....	Ramsey.....	Farmer.....	Married...	Yes.	Dec. 16, 1893	39
Myers, George.....	{ K. 25th N. Y. H. Art.. }	Private..	34	New York...	69	8	Rheu., dyspepsia.	Hennepin...	Laborer.....	Married...	Yes.	Jan. 31, 1894	16
Mooney, Michael.....	{ K. 3d Pa. H. Art..... }	Private..	23	Ireland.....	52	...	Rheumatism.....	Hennepin...	Laborer.....	Widower...	Yes.	June 5, 1894	8
Montour, Sylvester.....	{ 2d Minn. Battery..... }	1st Lieut.	12	Minnesota...	51	...	Dropsy, vari. veins.	Ramsey.....	Laborer.....	Married...	Yes.	Nov. 13, 1894	31
Megan, Thomas.....	{ K. 5th Minn. Inf..... }	Private..	23	Ireland.....	59	...	General debility...	Washington	Laborer.....	Widower...	Yes.	Nov. 13, 1894	36
Milkoon, John.....	{ G. 1st Conn. Cav..... }	Private..	10	Ireland.....	71	6	Rheumatism.....	Rice.....	Laborer.....	Married...	No.	Feb. 19, 1895	31
Matteson, John.....	{ A. 11th Minn. Inf..... }	Private..	20	Norway.....	63	6	Hernia, asthma...	Renville....	Farmer.....	Widower...	No.	Feb. 26, 1895	40
Mills, John W.....	{ I. 36th Wis. Inf..... }	Private..	1	Vermont.....	59	...	Cunsbot wd., ht. dis	Dakota.....	Enginetr...	Single.....	Yes.	April 4, 1895	33
Mathew, George.....	{ Mexican War..... }	Private..	52	New York.....	81	8	Seule debility.....	Lyon.....	Farmer.....	Single.....	Yes.	June 6, 1895	33
Miles, Cammel S.....	{ B. 1st Minn. M. R.... }	Private..	36	Illinois.....	51	6	Nervous comp.....	Le Sueur....	Farmer.....	Married...	Yes.	Oct. 17, 1895	38
Mechau, Charles.....	{ D. 10th Minn. Inf..... }	Private..	69	Germany.....	...	12	Varicose veins...	Ramsey.....	Clerk.....	Married...	Yes.	July 25, 1896	30
Muldowney, Patrick J.....	{ G. 20th U. S. Inf.... }	Private..	10	Wisconsin...	49	8	Heart disease.....	Renville....	Farmer.....	Single.....	Yes.	Feb. 27, 1896	30
Myers, John O.....	{ G. 3d Wis. Inf..... }	Private..	40	Pennsylvania	57	6	Gunsbot wd., rheu.	Mower.....	Farmer.....	Single.....	Yes.	April 27, 1896	6

Moran, Francis.	D, 2d Wis. Cav.	Private.	38 England	83	12 Heart disease.	Ramsey	Boilemkr.	Widower	Yes.	April 20, 1806	26
Mathew, Adolph.	I, 6th Minn. Inf.	Private.	6 Germany	74	6 Rheu., heart dis.	Dakota	Laborer.	Married.	Yes.	April 28, 1806	35
Maloney, John.	F, 9th Conn. Inf.	Private.	10 Ireland	63	3 Blindness.	Hennepin.	Laborer.	Married.	No.	June 1, 1806	29
Middleton, Henry T.	P, 4th U. S. Col. Cav.	Private.	36 Kentucky	53	6 Rheu., pleurisy.	Hennepin.	Teamster.	Married.	Yes.	July 16, 1806	11
Murphy, Jeremiah.	D, 4th Mass. Inf.	Private.	38 Ireland	58	6 Piles.	Hennepin.	Molder.	Single.	Yes.	Oct. 1, 1806	21
McJellian, Robert.	K, 2d Minn. Inf.	Corporal.	44 Ireland	74	8 Gunsh' w'd. in br's	Ramsey	Laborer.	Single.	Yes.	Oct. 1, 1806	37
McDonald, Matthew.	I, 16th N. Y. Cav.	Private.	5 Ireland	56	6 Ulcers of leg.	Ramsey	Mason.	Married.	Yes.	Jan. 28, 1806	14
McKlerman, Peter.	C, Hatch's Battalion	Private.	24 Ireland	64	8 Rheu., diarrhea.	Hennepin.	Policeman.	Widower.	Yes.	April 12, 1806	39
McLaughlin, Patrick.	K, 5th Minn. Inf.	Private.	25 Ireland	60	12 Hernia.	Hennepin.	Carpenter.	Married.	Yes.	July 17, 1806	41
McCullough, James A.	C, 58th Pa. Mil.	Private.	2 Pennsylvania	58	8 Hernia, varicocle.	Ramsey	Collector.	Single.	Yes.	Mar. 2, 1806	12
McLean, Moses H.	Mexican War.	Private.	12 Ohio	69	8 Senile debility.	Hennepin.	Widower.	Widower.	Yes.	June 10, 1806	36
McGraw, Barney	A, 9th Maine Inf.	Private.	37 New Brunswick	61	6 Rheumatism.	Hennepin.	Teamster.	Married.	Yes.	Feb. 18, 1806	25
Nolan, Richard.	K, 3d Wis. Cav.	Private.	47 Ireland	61	6 Dis. of kidneys.	Ramsey	Laborer.	Married.	Yes.	Jan. 17, 1806	29
Nergert, Christian.	K, 15th Ind. Inf.	Private.	38 Germany	63	6 Gunshot wd., rheu.	Clay	Farmer.	Single.	Yes.	June 27, 1806	25
Noek, George.	{ Mexican War. Inf. }	Private.	36 Saxony	74	12 Rheumatism.	Waseca.	Farmer.	Married.	Yes.	April 28, 1806	36
Newman, Alson M.	F, 10th N. Y. Art.	Private.	10 New York	59	6 Hernia.	Hennepin.	Painter.	Widower.	Yes.	Aug. 24, 1806	6
Nichols, James S.	G, 1st Minn. Inf.	Private.	36 Ohio	54	6 Hernia, heart dis.	Dakota	Photogr.	Single.	Yes.	Jan. 30, 1806	41
Nordin, Thomas.	C, 9th U. S. Art.	Private.	34 Ireland	62	12 Necrosis.	Nobles	Farmer.	Married.	Yes.	Oct. 7, 1806	15
Nudd, Albert E.	D, 2d Cal. Cav.	Private.	22 Maine	59	6 Asthma, bronchitis.	Hennepin.	Laborer.	Single.	Yes.	July 22, 1806	22
Norris, Charles R.	F, 2d Minn. Inf.	Private.	48 New York	53	3 Blindness.	Hennepin.	Lumber seal.	Single.	Yes.	Aug. 27, 1806	37
Nelson, John.	C, 10th Minn. Inf.	Corporal.	36 Sweden	74	6 Hernia, deafness.	Wabasha.	Laborer.	No.	July 15, 1806	41	
Nelson, Lambert.	B, 9th Wis. Inf.	Private.	21 Germany	48	6 Ht. dis., inf. knee.	Stearns.	Engineer.	Widower.	Yes.	Feb. 7, 1806	18
Nolan, William.	G, 7th Minn. Inf.	Private.	18 Ireland	54	6 Injury to side.	Ramsey.	Railroader.	Single.	No.	Nov. 29, 1806	31
Nolan, James.	I, 5th Minn. Inf.	Sergeant.	45 Canada	53	6 Rheu., cataract.	Hennepin.	Policeman.	Married.	Yes.	June 23, 1806	40
Ortison, Israel D.	A, 25th Wis. Inf.	Private.	9 Ohio	63	8 Bronchitis.	Wright.	Blacksmith.	Single.	Yes.	Jan. 5, 1806	17
O'Brien, Thomas.	K, 4th N. J. Inf.	Musician.	47 New Jersey	51	6 Rheumatism.	Hennepin.	Laborer.	Single.	Yes.	Oct. 17, 1806	6
O'Donnell, Hugh.	K, 2d U. S. Art.	Private.	38 Ireland	68	8 Rheu., senility.	Hennepin.	Laborer.	Single.	Yes.	Feb. 21, 1806	28
O'Grady, Patrick.	K, 5th Minn. Inf.	Private.	43 Ireland	58	6 Rheumatism.	Washington	Laborer.	Widower.	No.	Aug. 9, 1806	41
Ongstedt, Jacob.	I, 48th Pa. Inf.	Private.	47 Pennsylvania	58	8 Rheumatism.	Hennepin.	Carpenter.	Single.	Yes.	Nov. 1, 1806	10
Ouston, Turbin.	L, 3d Minn. Inf.	Private.	14 Norway	60	8 Rheumatism.	Hennepin.	Pilot.	Widower.	Yes.	Aug. 20, 1806	40
O'Brien, John.	{ 1st U. S. Md. Rifles. }	Private.	50 New York	60	8 Rheumatism, piles.	Itasca.	Baker.	Single.	Yes.	Oct. 3, 1806	3
Ogburn, Charles.	{ 1st Mo. Lt. Art. }	Sergeant.	35 Wisconsin	53	8 Rheu., lumbago.	Hennepin.	Engineer.	Married.	Yes.	Nov. 30, 1806	34
O'Keefe, Michael.	A, Hatch's Battalion	Private.	49 Massachusetts	56	8 Rheu., hernia.	Nicollet.	Stonecutter.	Single.	Yes.	Nov. 23, 1806	22
Permantgen, Peter.	Minn. Militia.	Private.	4 Germany	70	8 Rheu., asthma.	Brown.	Engineer.	Single.	Yes.	May 15, 1806	41
Pemberton, George.	K, 8th Minn. Inf.	Private.	35 England	69	14 Bronchitis.	Hennepin.	Farmer.	Widower.	Yes.	April 10, 1806	41
Patch, Oliver L.	H, 6th Ill. Cav.	Private.	12 New York	57	12 General debility.	Hennepin.	Painter.	Married.	Yes.	Aug. 20, 1806	16
Plato, Menzo.	I, 6th Minn. Inf.	Private.	34 New York	63	8 General debility.	Ramsey	Carriage tm.	Single.	Yes.	Nov. 28, 1806	41
Pillar, Hiram J.	I, 51st Wis. Inf.	Private.	1 Canada	62	6 Paralysis.	Ramsey	Blacksmith.	Married.	Yes.	May 4, 1806	5
Phillippi, Christo C.	E, 4th Iowa Inf.	Private.	38 Virginia	63	6 Fracture, rheu.	Hennepin.	Carpenter.	Married.	Yes.	Oct. 21, 1806	11
Parker, Newton.	E, 1st Minn. Inf.	Private.	5 New Hamp.	68	6 Heart dis., catarrh.	Steele	Laborer.	Married.	Yes.	Dec. 9, 1806	40
Payne, John Q.	A, 8th Minn. Inf.	Private.	16 Rhode Island.	64	8 Defective vision.	Anoka.	Cook.	Single.	Yes.	May 4, 1806	37
Patten, Edward.	C, Brackett's Bat.	Private.	38 New Hamp.	73	6 Rheumatism.	Hennepin.	Carpenter.	Widower.	Yes.	Nov. 20, 1806	40
Pitt, William.	B, 21st Ill. Inf.	Private.	49 Pennsylvania.	64	10 Gunshot wd., paral.	Carlton.	Farmer.	Single.	No.	Sept. 14, 1806	22
Preston, Willson.	F, 4th V. R. Co.	Private.	30 Pennsylvania.	76	12 Loss of sight, deaf.	Hennepin.	Millwright.	Married.	Yes.	Oct. 11, 1806	20

DESCRIPTIVE LIST OF MEMBERS OF THE MINNESOTA STATE SOLDIERS' HOME, JULY 31, 1896—Continued.

NAME.	COMPANY AND REGIMENT.	Rank.	Length of Service in Months.	Nativity.	Age.	Pension per Month.	Disability.	County Admitted From.	Occupation.	Married or Single.	Read and Write.	When Admitted.	Years Res. in Minn.
Updan, William.....	{ G, 5th Iowa Cav. A, Hatch's Battalion Minn. Cav.	Private..	18	Prussia	67	12	Double rupture.	Meeker.....	Laborer....	Widower....	Yes.	April 16, 1895	15
Peterson, John.....	Hatch's Bat. Minn. C.	Private..	34	Sweden	50	6	Bronchitis, catarrh.	Hennepin....	Mason.....	Single.....	Yes.	May 6, 1896	40
Peterson, John.....	C, 8th Minn. Inf.	Private..	60	Sweden	60	8	Rheumatism.	Chicago.....	Lumberman.	Single.....	Yes.	June 8, 1896	42
Parker, Frank.....	B, 12th Maine Inf.	Private..	5	Maine	67	8	Rheu., rupture.	Other Tail.	Farmer.....	Single.....	Yes.	June 10, 1896	3
Petee, Francis R.....	F, 26th Mich Inf.	Private..	33	Ohio	59	8	Rheumatism.	Wright.....	Farmer.....	Married....	Yes.	July 30, 1896	29
Ruf, George F.....	{ B, 12th Ohio Inf. K, 1st U. S. V. V.....	Private..	48	Germany	65	6	Rheumatism.	Pine.....	Cooper.....	Married....	Yes.	Dec. 7, 1887	27
Ryan, Simon B.....	F, 30th Mass. Inf.	Private..	37	New Brunswick	75	12	Rheumatism.	Hennepin....	Blksmith....	Widower....	Yes.	May 20, 1888	83
Ryan, William P.....	F, 30th Mass. Inf.	Private..	27	New York	59	12	Kidney trouble.	Hennepin....	Laborer....	Single.....	Yes.	Jan. 26, 1895	30
Rathbun, Alonzo E.....	D, 104th Ill. Inf.	Musician.	34	Pennsylvania	52	8	Inguinal hernia.	Other Tail.	Printer.....	Married....	Yes.	Dec. 23, 1890	18
Robinson, Alfred B.....	A, 3d Minn. Inf.	Private..	44	Vermont	80	9	Blind, rheumatism.	Ramsey.....	Farmer.....	Widower....	Yes.	Jan. 23, 1892	51
Richardson, Ingraham G.....	B, 6th Minn. Inf.	Asst. Surg.	12	Maine	63	12	Paralysis.	Hennepin....	Physician.	Widower....	Yes.	Oct. 18, 1892	17
Reddy, Thomas.....	H, 8th Minn. Inf.	Private..	53	New York	51	6	Rheumatism, piles.	Ramsey.....	Laborer....	Single.....	Yes.	Feb. 14, 1896	37
Romer, Michael.....	U. S. Army.	Landsmen	37	Germany	51	6	Rheumatism, piles.	Ramsey.....	Shoemaker.	Widower....	Yes.	April 10, 1893	8
Riggs, George W.....	E, 60th Ill. Inf.	Private..	43	Minnesota	53	6	Rheumatism, piles.	Stearns.....	Farmer.....	Single.....	Yes.	July 6, 1893	20
Rice, Benjamin A.....	C, 4th Minn. Inf.	Private..	46	New York	69	10	General debility.	Hennepin....	Painter.....	Married....	Yes.	Aug. 22, 1893	16
Reardon, Owen.....	C, 3d Wis. Cav.	Private..	43	Ireland	54	6	Rheumatism.	Hennepin....	Laborer....	Widower....	Yes.	Aug. 5, 1893	31
Robinson, William.....	D, 18th Wis. Inf.	Private..	43	England	48	6	Rheu., catarrh.	Hennepin....	Farmer.....	Single.....	Yes.	Nov. 24, 1893	28
Rainville, Theophile.....	A, 118th N. Y. Inf.	Private..	35	Canada	54	6	Rheumatism.	Hennepin....	Farmer.....	Married....	Yes.	Mar. 25, 1895	17
Ruggs, Lorenzo.....	F, 6th Wis. Inf.	Private..	68	New York	60	6	Catarrh, loss sight.	Wright.....	Farmer.....	Married....	Yes.	Jan. 23, 1894	30
Roban, Michael.....	C, 2d Minn. Inf.	Private..	36	At sea.	77	12	Rheu., heart dis.	Wabasha....	Farmer.....	Single.....	Yes.	Feb. 13, 1894	42
Raschko, Mathias.....	A, Brackett's Bat. Minn. Cav.	Private..	57	Austria	56	6	Hydrocele.	Stearns.....	Farmer.....	Married....	Yes.	Oct. 11, 1894	38
Rowe, William.....	D, 7th Minn. Inf.	Private..	67	Illinois	47	12	Deafness.	Ramsey.....	Engineer....	Married....	Yes.	Oct. 9, 1894	44
Robinson, Thomas.....	U. S. Navy.	Private..	26	Norway	60	6	Rheumatism.	Hennepin....	Paperhngtr.	Widower....	Yes.	Nov. 21, 1894	16
Rome, Horace B.....	D, 9th Iowa Inf.	Private..	39	New York	55	6	Rheu., gunshot wd.	Hennepin....	Operator....	Married....	Yes.	Dec. 7, 1895	24
Rieker, Alonzo F.....	G, 9th Iowa Cav.	Private..	20	Maine	52	6	Rheumatism.	Hennepin....	Teamster....	Widower....	Yes.	Jan. 7, 1896	20
Rose, George W.....	A, 27th Maine Inf.	Musician.	1st Bat., Me. L. Art.	New York	49	6	Rheu., heart dis.	Hennepin....	Clerk.....	Single.....	Yes.	June 2, 1896	13
Rosefeld, Gustav.....	D, 37th Ohio Inf.	Private..	10	Ohio	56	6	Injured hand.	Hennepin....	Printer.....	Widower....	Yes.	July 7, 1896	16
Riley, Louis.....	B, Hatch's Battalion	Private..	47	Ohio	56	6	Injured hand.	Hennepin....	Printer.....	Widower....	Yes.	July 13, 1896	40
Shea, James.....	E, 26th Conn. Inf.	Private..	12	Ireland	75	12	Catarrh, rheu.	Hennepin....	Laborer....	Single.....	Yes.	July 8, 1887	24
Smith, Joseph.....	K, 8th Minn. Inf.	Private..	35	Germany	69	6	Rheumatism.	Hennepin....	Laborer....	Single.....	Yes.	May 18, 1888	40

Saul, Michael.	B, 1st U. S. Art.	Sergeant.	96 Ireland	66	Rheumatism.	Hennepin.	Laborer.	Single.	Yes.	Jan.	24, 1889	20
Sheehan, William.	K, 10th Minn. Inf.	Private.	36 Ireland	63	6 Hernia.	Hennepin.	Laborer.	Single.	No.	Jan.	22, 1889	37
Shaw, James.	K, 35d Wis. Inf.	Private.	37 Pennsylvania	56	Gunsbot wds, br st and arm.	Goodhue.	Laborer.	Single.	Yes.	Feb.	19, 1894	29
Smith, Lafayette.	7th Wis. Battery.	Sergeant.	36 New York.	61	8 Paralysis.	Hennepin.	Lumberman.	Married.	Yes.	Feb.	20, 1889	25
Stelzer, Philip.	Minn. Militia.	Private.	1 Germany	62	Ins. to hand, rheu.	Ramsey.	Hennepin.	Married.	Yes.	April	3, 1889	41
Sheehan, Patrick.	K, 10th Minn. Inf.	Private.	36 Ireland	65	8 Rheumatism.	Hennepin.	Laborer.	Widower.	No.	July	8, 1889	41
Sexton, Alice D.	D, 2d Minn. Inf.	Private.	17 New York.	61	6 Rheu, diarrhea.	Wright.	Lawyer.	Single.	Yes.	Aug.	8, 1890	43
Shields, Andrew.	A, 16th Ind. Inf.	Private.	36 Ohio	57	Rheu, ples.	Hennepin.	Laborer.	Single.	Yes.	Dec.	18, 1894	15
Schotts, Conrad.	A, Hatch's Battalion.	Private.	9 Pennsylvania	67	6 Rheumatism.	Ramsey.	Laborer.	Widower.	Yes.	Nov.	22, 1889	40
Stromer, Charles.	C, Pa. Art.	Private.	27 Illinois	56	Rheu, heart dis.	Ramsey.	Clerk.	Single.	Yes.	Jan.	31, 1890	25
Skelley, James.	E, 1st Mo. Lt. Art.	Private.	12 New York.	61	Rheumatism.	Blue Earth.	Mason.	Single.	Yes.	Jan.	8, 1891	39
Smith, George W.	Minn. Militia.	Private.	3 Ohio	73	Rheumatism.	Watowan.	Farmer.	Single.	Yes.	Dec.	8, 1893	41
Smith, William G.	K, 27th Minn. Cav.	Private.	22 Vermont	58	8 Gren. eyelids, bron.	Hennepin.	Gardener.	Single.	Yes.	Aug.	22, 1894	30
Schilling, Charles G.	E, 6th Minn. Inf.	Private.	32 Pennsylvania	64	6 Heart disease.	Ramsey.	Molder.	Single.	Yes.	Dec.	7, 1891	41
Sankoff, August A.	C, 26th Maine Inf.	Private.	11 Maine	57	6 Bronchitis.	Hennepin.	Policeman.	Single.	Yes.	Feb.	11, 1892	25
Stoddard, Nathan.	G, 11th Minn. Inf.	Private.	10 New York.	70	6 Rheumatism.	Faribault.	Farmer.	Widower.	Yes.	Jan.	25, 1892	33
Storocypher, Samuel.	D, 135th Ind. Inf.	Private.	5 Indiana	52	Piles.	Hennepin.	Laborer.	Single.	Yes.	May	4, 1892	7
Schmidt, Nicholas.	D, 1st Minn. M. R.	Corporal.	27 Germany	69	8 Dis. of rectum.	Stearns.	Teacher.	Single.	Yes.	May	6, 1893	40
Stowman, August W.	G, 1st Minn. Inf.	Private.	9 New Jersey	66	Rheumatism.	Ramsey.	Farmer.	Married.	Yes.	May	20, 1893	30
Sisson, Russell.	H, 51st Pa. Inf.	Private.	4 New York.	81	12 Heart disease.	Sherburne.	Farmer.	Widower.	Yes.	July	15, 1893	39
Salkins, William.	B, 23d Mass. Inf.	Private.	37 Massachusetts	53	6 Hernia, deafness.	Hennepin.	Farmer.	Single.	Yes.	Sept.	15, 1893	13
Sidney, John E.	F, 174th N. Y. Inf.	Private.	16 Kentucky	52	6 Gunsbt wd. shoulder	Hennepin.	Clerk.	Single.	Yes.	Sept.	28, 1893	20
Snyreser, Reinhold.	C, 27th Pa. Inf.	Private.	49 Germany	57	8 Double hernia.	Hennepin.	Pkbtb mkr.	Single.	Yes.	Sept.	22, 1893	12
Schleif, Paul.	G, 2d Minn. Inf.	Private.	17 Germany	51	Rheu, kidney trouble	Ramsey.	Painter.	Single.	Yes.	Dec.	27, 1895	42
Shelley, Erwin Y.	C, Brackett's Bat.	Private.	53 Pennsylvania	68	8 Rheu, hernia.	Ramsey.	Printer.	Single.	Yes.	Nov.	15, 1893	46
Smith, John W.	G, Purnell Legion Md.	Captain.	46 Pennsylvania	52	Rheumatism.	Ramsey.	Laborer.	Single.	Yes.	Nov.	27, 1893	24
Sturgeon, Robert.	E, 1st Md. Inf.	Private.	18 Canada	57	10 Rheu, heart dis.	Crow Wing.	Carbldr.	Married.	Yes.	Dec.	2, 1893	16
Schleif, Theodore.	C, 5th Va. Inf.	Private.	12 Germany	55	6 Rheu, heart dis.	Ramsey.	Painter.	Married.	Yes.	Jan.	20, 1894	51
Soule, Ambrose L.	E, 6th Mich. Cav.	Private.	37 New York.	59	Ing. hernia.	Ramsey.	Trav. agt.	Widower.	Yes.	Mar.	8, 1894	4
Seaman, John E.	G, 104th Mich. Cav.	Captain.	34 Illinois	50	8 Rheu, heart dis.	Hennepin.	Laborer.	Widower.	Yes.	May	1, 1894	20
Schofield, George F.	F, 2d Wis. Inf.	Private.	46 New York.	61	Rheumatism.	Hennepin.	Farmer.	Single.	Yes.	Aug.	26, 1894	35
Souie, Baulus K.	H, 1st Minn. Cav.	Private.	22 New York.	65	6 Gunsbot wound.	Bloc.	Farmer.	Widower.	Yes.	Nov.	27, 1894	42
Schenli, Edward.	H, 82d Pa. Inf.	Private.	4 Prussia	69	6 Rheu, heart dis.	Wright.	Laborer.	Widower.	Yes.	Nov.	23, 1894	21
Sullivan, Daniel.	H, 84th N. Y. Cav.	Private.	4 New York.	49	Rheu, cut in foot.	Dakota.	Laborer.	Single.	No.	Nov.	21, 1894	15
Smith, William H.	F, 89th Ill. Inf.	Private.	21 Illinois	56	General debility.	Hennepin.	Bookkeeper.	Single.	Yes.	Dec.	2, 1894	16
Stofield, Samuel W.	D, 2d U. S. S.	Private.	33 Maine	55	10 Gunsbot wd, hernia	Hennepin.	Lumberman.	Single.	Yes.	Dec.	22, 1894	16
Stowell, Albert A.	Vet. Res. Corps.	Private.	17 Ohio	56	6 Rheu, catarrh.	Dakota.	Laborer.	Single.	Yes.	Feb.	25, 1895	40
Stahl, Frederick.	H, 15th Vet. R. C.	Private.	6 Germany	59	6 Rheu, sore eyes.	Ramsey.	Musician.	Single.	Yes.	Mar.	7, 1895	15
Smullen, James.	E, 7th Minn. Inf.	Private.	12 Ireland	55	12 G. S. wd., erysipelas	Fillmore.	Farmer.	Widower.	Yes.	April	20, 1895	40

DESCRIPTIVE LIST OF MEMBERS OF THE MINNESOTA STATE SOLDIERS' HOME, JULY 31, 1896—Continued.

NAME.	COMPANY AND REGIMENT.	Rank.	Length of Service in Months.	Nativity.	Pension per Month.	Disability.	County Admitted From.	Occupation.	Married or Single.	Read and Write.	When Admitted.	Years Res. in Minn.
Sprague, Justus.	E, 14th N. Y. Inf.	Private.	...	New York.	69	Rheumatism.	Hennepin.	Laborer.	Married.	Yes.	Aug. 13, 1895	27
Squires, Milton L.	G, 37th Wis. Inf.	Private.	14	New York.	46	Rheumatism.	Hennepin.	Painter.	Widower.	Yes.	Oct. 29, 1895	19
Smith, John T.	D, 1st Minn. Bat. Inf.	Private.	4	Virginia.	62	Tuberculosis.	Wabasha.	Farmer.	Widower.	Yes.	Feb. 1, 1896	41
Stewart, Frederick R.	D, 12th Ill. Cav.	Private.	62	New York.	52	Paralysis.	Lyon.	Clerk.	Single.	Yes.	Feb. 6, 1896	13
Steffes, Jacob.	G, 2d Pa. Pro. Cav.	Sergeant.	88	Germany.	57	Eczema.	Hennepin.	Laborer.	Married.	Yes.	Feb. 14, 1896	44
Safford, David L.	Ordnance Dept.	Private.	37	Ohio.	57	Gangrene.	Hennepin.	Salesman.	Married.	Yes.	Feb. 21, 1896	11
Schuler, Charles.	C, 27th Ohio Inf.	Corporal.	29	Switzerland.	64	Senile delirium.	Carver.	None.	Single.	Yes.	May 5, 1896	35
Stevens, David H.	K, 4th Maine Inf.	Private.	64	Maine.	54	Rheu. limp, vision.	Hennepin.	Plumber.	Married.	Yes.	May 19, 1896	14
Smith, Charles T.	D, 1st Minn. M. R.	Mustard.	8	New York.	53	Gastritis.	Stearns.	Painter.	Single.	Yes.	June 22, 1896	38
Schiek, Peter.	D, & K, 106th Pa. Inf.	Private.	46	Pennsylvania.	52	Fracture of wrist.	Hennepin.	Carpenter.	Widower.	Yes.	July 11, 1896	11
Tierney, Patrick.	B, 1st Minn. H. Art.	Private.	8	Ireland.	74	Tang disease.	Ramsey.	Laborer.	Single.	Yes.	Sept. 13, 1895	45
Tierney, John.	H, 1, C, 6th U. S. Inf.	Private.	144	Ireland.	69	G. S. wd., bld., af.	Olmsd.	Laborer.	Single.	No.	Sept. 3, 1892	12
Thibbets, Martin.	A, 21st Ill. Inf.	Private.	36	Germany.	70	Rheumatism.	Hennepin.	Laborer.	Single.	No.	Oct. 23, 1895	15
Thomas, John S.	B, 7th Iowa Inf.	Private.	48	Ohio.	52	Paralysis.	Hennepin.	Carpenter.	Married.	Yes.	Jan. 10, 1895	14
Thelle, Anton.	H, 11th Pa. Inf.	Private.	36	Prussia.	70	Dementia.	Nootled.	Farmer.	Single.	Yes.	April 25, 1892	26
Thayer, Frank W.	C, 25th Maine Inf.	Private.	48	Maine.	53	Rheumatism.	Washington.	Lbr. scaler.	Widower.	Yes.	June 11, 1892	16
Titcomb, Jeremiah G.	B, 2d Maine Inf.	Private.	10	New Hamp.	72	Hydrocele.	Washington.	Laborer.	Widower.	Yes.	Sept. 20, 1892	11
Thornberry, Edward.	A, 1st Ohio Inf.	Private.	40	Ohio.	53	Shell wound, asth.	Morrison.	Farmer.	Widower.	Yes.	Mar. 16, 1893	24
Thorp, John.	K, 1st Minn. Inf.	Private.	36	New York.	56	Rhithis.	Fillmore.	Gardener.	Single.	Yes.	July 25, 1895	33
Taylor, Archibald.	9, 9th Minn. Inf.	Private.	36	Scotland.	57	Rheu., hernia.	Mower.	Laborer.	Single.	Yes.	Feb. 18, 1896	33
Toohy, John.	A, 26th Mass. Inf.	Private.	12	Ireland.	71	Ing. hernia.	Hennepin.	Laborer.	Widower.	Yes.	Mar. 16, 1896	29
Thimmes, Nicholas.	Minn. Militia.	Private.	1	Germany.	58	Ing. hernia.	Hennepin.	Farmer.	Single.	Yes.	Sept. 25, 1893	36
Thompson, Canute.	K, 5th Wis. Inf.	Private.	29	Norway.	62	Rheumatism.	St. Louis.	Carpenter.	Widower.	Yes.	Nov. 28, 1895	10
Thompson, Francis.	H, 4th Wis. Inf.	Private.	13	Alaska.	64	Shell wound.	St. Louis.	Laborer.	Widower.	Yes.	July 12, 1894	5
Thomas, Virgil.	M, 1st Wis. H. Art.	Private.	10	Pennsylvania.	64	Rheumatism.	Dakota.	Farmer.	Married.	Yes.	Oct. 6, 1894	21
Trocke, Herman.	D, and H, 2d Mo. Inf.	Corporal.	27	Germany.	59	Dis. of rectum.	Hennepin.	Wood trmr.	Widower.	Yes.	Dec. 9, 1895	31
Trask, John W.	E, 15th Maine Inf.	Private.	46	Maine.	51	Rheumatism.	Hennepin.	Carpenter.	Married.	Yes.	Oct. 26, 1895	30
Trowbridge, Charles B.	E, 116th N. Y. Inf.	Private.	35	New York.	59	Lumbago.	Blue Earth.	Painter.	Married.	Yes.	Oct. 17, 1895	19
Teller, John.	B, 29th Minn. Inf.	Private.	9	New York.	54	Cardiac weakness.	Hennepin.	Farmer.	Single.	Yes.	Oct. 30, 1895	12
Taunt, Alvin B.	D, 1st Minn. Inf.	Private.	27	Ohio.	58	Hernia, deafness.	Hennepin.	Laborer.	Widower.	Yes.	June 30, 1896	43
Taunt, Alvin B.	3d Bat. Minn. L. Art.	Private.	27	Ohio.	58	Hernia, deafness.	Hennepin.	Laborer.	Widower.	Yes.	June 30, 1896	43

Varney, Ellbridge J.	A, 3d Minn. Inf.	Corporal..	48 Maine	159	Kidney trouble. .	Hennepin..	Carpenter..	Single.....	Yes, Feb.	10, 1894	37
Vosen, William.	C, 35th Wis. Inf.	Private..	5 Germany	61	Hernia	Ramsey.....	Carpenter..	Single.....	Yes, Aug.	17, 1894	20
Van Allen, John.	C, 35th N. Y. Inf.	Private..	19 New York	61	Rheumatism	Big Stone...	Clerk.....	Married....	Yes, July	27, 1896	50
Weber, August.	D, 119th N. Y. Inf.	Private..	193 Germany	49	Paralysis.....	Hennepin..	Tailor.....	Single.....	Yes, Mar.	8, 1888	18
Welch, August A.	B, 7th U. S. Inf.	Private..	7 Maine	67	Rheu., piles.....	Hennepin..	Laborer...	Widower...	Yes, Oct.	8, 1894	37
Winter, Walter L.	D, 4th Minn. Inf.	Corporal..	14 New Brunswick	74	Rheumatism.....	Hennepin..	Gardener..	Married....	Yes, Sept.	25, 1890	40
Wood, David R.	D, 22d Maine Inf.	Private..	11 Maine	57	Rheumatism.....	Hennepin..	Carpenter..	Single.....	Yes, Oct.	28, 1890	28
West, Elijah S.	C, 3d Minn. Inf.	Private..	17 New York	65	Bronch., heart dis.	Hennepin..	Laborer...	Married....	Yes, Feb.	11, 1896	47
Wright, George M.	C, 3d Minn. Bat. L. Art.	Private..	23 Pennsylvania	61	Rheumatism.....	Wright.....	Farmer...	Married....	Yes, April	12, 1892	38
Welch, Thomas	F, 6th N. Y. H. Art.	Private..	37 New York	51	Rheumatism.....	Hennepin..	Laborer...	Single.....	Yes, Dec.	17, 1895	13
Wilson, John B.	F, 1st Nevada Cav.	Private..	28 Pennsylvania	58	Lameness.....	Hennepin..	Laborer...	Widower...	Yes, Aug.	5, 1892	21
Wingler, Moses.	B, 40th Ind. Inf.	Private..	53 Pennsylvania	69	Rheumatism, piles.	Ramsey.....	Laborer...	Widower...	Yes, July	26, 1896	14
Wray, William S.	H, 8th U. S. Vets.	Private..	5 Pennsylvania	63	Rheu., ulcers.....	Douglas...	Laborer...	Widower...	Yes, Nov.	28, 1892	31
Wallace, Matthew J.	K, 145th Ill. Inf.	Private..	9 Pennsylvania	54	Rheumatism.....	Olaf.....	Engineer..	Single.....	Yes, Dec.	24, 1892	9
Widstrand, Charles T.	U, 1st Minn. Inf.	Private } Hosp. Sq.	122 Sweden	53	G. S. Wd., catarrh	Hennepin..	Stenogr....	Widower...	Yes, Jan.	20, 1893	25
Willett, Albert.	B, 25th Wis. Inf.	Private..	17 Massachusetts	52	Piles, diarrhea...	Ramsey.....	Laborer...	Single.....	Yes, Feb.	24, 1893	7
Wegelin, Frederick.	C, 19th Ohio Inf.	Private..	16 Germany	57	Heart disease...	Ramsey.....	Frame mkr.	Single.....	Yes, Dec.	17, 1894	15
Wood, James R.	A, 2d N. Y. Cav.	Private..	22 New York	88	Hernia, heart dis.	Hennepin..	Mason.....	Widower...	Yes, Oct.	19, 1893	6
Whidden, George B.	D, 2d Minn. Inf.	Private..	16 Maine	58	Rheumatism.....	Hennepin..	Laborer...	Single.....	Yes, June	6, 1895	40
Wholen, Michael	C, 24 Minn. Cav.	Private..	33 Ireland	63	Gunshot wd. byon.	Le Sueur...	Farmer...	Single.....	No, Aug. * 14,	1894	21
Walt, Daniel H.	D, 1st Minn. Inf.	Private..	36 New York	59	Gunshot wd. rheu.	Mower.....	Mason.....	Widower...	Yes, April 11,	1896	30
Ward, Eli C.	C, 2d N. Y. V.	Private..	6 Indiana	61	Kidney affection	Benton....	Carpenter..	Single.....	Yes, Dec. 30,	1894	23
Warrant, Benjamin.	E, 2d Minn. Inf.	Private..	36 England	52	Gunshot wd. rheu.	Blue Earth.	Bricklayer.	Single.....	Yes, Jan. 11,	1895	25
Whitcomb, Ira J.	D, 2d Wis. Cav.	Private..	20 New York	56	Fract. of shoulder	Wright.....	Laborer...	Single.....	Yes, April 7,	1895	31
Wheeler, Edward.	D, Brackett's Bat.	Private..	29 Vermont	63	Rheumatism.....	Hennepin..	Musician..	Single.....	Yes, Feb.	25, 1896	40
Winslow, Samuel F.	F, 5th Wis. Inf.	Private..	25 Michigan	49	Rheumatism.....	Polk.....	Farmer...	Single.....	No, Feb. 21,	1894	15
Watts, Charles.	H, 1st Mich. Cav.	Private..	27 New York	62	Rheu., dropsy...	Ramsey.....	Engineer..	Married....	Yes, Feb. 22,	1896	6
Weish, John.	C, 13th Iowa Inf.	Private..	8 New York	58	Cancer.....	Orow Wing.	Laborer...	Married....	Yes, May 20,	1896	13

DESCRIPTIVE LIST OF MEMBERS DISCHARGED FROM THE MINNESOTA HOME FOR DISABLED VOLUNTEER SOLDIERS,
DURING THE YEAR ENDING JULY 31, 1896.

Number.	NAME.	COMPANY AND REGIMENT.	Rank.	Service in Months.	Nativity.	Age.	Pension per Month.	Disability.	County Admitted From.	Occupation.	Married or Single.	Read and Write.	When Admitted.	When Discharged.	Years Res. in Minn.
1	Asfelg, Sebastian	D, 6th Minn. Inf.	Private..	11	Germany	68	12	General debility.	Ramsey	Laborer	Married.	No.	Oct. 9, 1891	Mar. 28, 1896	38
2	Barter, Albert C.	D, 12th N. Y. Inf.	Private..	36	New York	55	6	Rheumatism.	Hennepin	Carpenter	Single	Yes.	Nov. 30, 1894	Jan. 28, 1896	16
2	Barnes, Thomas	D, 20th Wis. Inf.	Drummer.	36	Illinois	53	6	Rheumatism.	Hennepin	Coak	Married.	Yes.	Feb. 1, 1893	Apr. 30, 1896	16
1	Boon, Charles	B, 75th Ill. Inf.	Private..	21	England	67	12	Rheum., hernia.	Hennepin	Laborer	Married.	Yes.	Nov. 7, 1895	Mar. 5, 1896	15
2	Brader, John	H, 147th Ill. Inf.	Private..	37	Pennsylvania	63	8	Rheumatism.	Carver	Farmer	Married.	Yes.	Oct. 21, 1893	April 27, 1896	43
1	Briggs, Christ.	C, 51st Pa. Inf.	Private..	47	New Jersey	53	8	Piles.	Sherburne	Farmer	Married.	Yes.	Mar. 12, 1896	June 9, 1896	20
2	Brown, Geo. E.	B, 7th Minn. Inf.	Private..	14	New York	65	12	Injury to back.	Ramsey	Gardener	Widower	Yes.	Mar. 1, 1892	Mar. 18, 1896	31
3	Burns, Wm. N. J.	L, 5th Minn. Inf.	H. S.	20	Ireland	69	16	Hernia.	Hennepin	Clerk	Single	Yes.	Feb. 23, 1888	Sept. 2, 1895	39
2	Burt, George W.	G, 3d N. Y. L. A.	Private..	16	New York	61	6	Rheum., varicocele.	Hennepin	Clerk	Widower	Yes.	Feb. 12, 1894	April 6, 1896	7
4	Campbell, John	I, 52d Ill. Inf.	Private..	18	New York	51	...	Rheum., heart dis.	Ramsey	Railroadr.	Married.	Yes.	Dec. 11, 1894	Aug. 26, 1895	8
3	Candfield, James M.	D, 7th Minn. Inf.	Sergeant.	36	New York	58	6	Rheumatism.	Hennepin	Laborer	Married.	Yes.	Feb. 28, 1896	April 14, 1896	48
2	Chadbourne, Jesse H.	K, 11th Maine Inf.	Private..	38	Maine	63	6	General debility.	Hennepin	Cooper	Married.	Yes.	April 22, 1893	July 28, 1896	10
2	Collard, Amiza L.	K, 17th Pa. Cav.	Private..	33	New York	53	6	Rheum., piles.	Ramsey	Carpenter	Single	Yes.	Feb. 11, 1893	April 17, 1896	22
2	Collory, Thomas	F, 54th Ohio Inf.	Private..	38	Ireland	53	...	Rheum., piles.	Hennepin	Molder	Married.	Yes.	July 11, 1893	April 18, 1896	7
5	Connolly, Patrick	U. S. Navy.	Landsman	60	Ireland	68	12	Rheum., scallity	Hennepin	Plasterer	Married.	Yes.	Oct. 14, 1895	Jan. 14, 1896	31
3	Cowles, William P.	G, 25th Wis. Inf.	Private..	19	Iowa	53	14	Rheumatism.	Hennepin	Carpenter	Married.	Yes.	Feb. 24, 1894	Aug. 2, 1895	22
5	Drake, Frederick M.	I, 13th Iowa Inf.	Private..	9	Illinois	49	6	Chr. diarrhea	Hennepin	Railroadr.	Married.	Yes.	Dec. 4, 1895	April 20, 1896	17
6	Danreun, Wm. J.	A, 6th N. H. Inf.	Private..	10	Maine	54	8	Chr. bronchitis.	Hennepin	Laborer	Single	Yes.	May 19, 1894	May 18, 1896	7
12	Donaldson, John B.	3d Iowa Battery	Private..	12	Ohio	58	6	Heart trouble.	Hennepin	Laborer	Married.	Yes.	June 25, 1896	July 1, 1896	30
1	Dayton, Samuel	H, 1st Minn. Inf.	Wagoner.	3	Pennsylvania	78	14	Rheum., loss of sight	Meeker	Farmer	Widower	Yes.	Jan. 28, 1890	Nov. 8, 1895	33
2	Ellwood, Benj. F.	C, 11th Minn. Inf.	Private..	10	New York	45	12	Rheum., var. veins	Hennepin	Farmer	Married.	Yes.	Nov. 13, 1895	Mar. 31, 1896	34
2	Ellis, James	I, 5th U. S. Art.	Private..	12	Canada	60	12	Lumbago.	Hennepin	Confectioner	Widower	No.	Aug. 16, 1895	Sept. 1, 1895	21
7	Euston, Isaac	D, 16th Wis. Inf.	Private..	5	Pennsylvania	49	...	Blindness.	Hennepin	Barber	Single	Yes.	Feb. 1, 1894	Oct. 22, 1895	22
8	Fenton, Roger	K, 5th Minn. Inf.	Private..	33	Ireland	61	12	Rheum., weak eyes.	Washington	Teamster	Married.	No.	Nov. 7, 1889	April 10, 1896	43
2	Foss, Sylvester D.	D, 41st Mass. Inf.	Private..	13	Maine	71	8	Rheum., hydrocele.	Hennepin	Carpenter	Widower	Yes.	April 10, 1895	Sept. 27, 1895	17
9	Good, Elmer	B, 215th Pa. Inf.	Private..	3	Pennsylvania	48	...	Spinal irritation.	Ramsey	Salesman	Married.	Yes.	Oct. 11, 1895	Oct. 25, 1895	26
5	Greene, De Floris.	G, 16th Wis. Inf.	Private..	36	New York	53	10	Dys. of bladder.	Brown	Farmer	Married.	Yes.	May 9, 1895	Aug. 2, 1895	23
2	Gundter, Frederick	L, 3d Pa. Cav.	Serg't.	39	New York	56	...	Blindness.	Hennepin	Patternmkr.	Married.	Yes.	Nov. 26, 1894	Feb. 3, 1896	24
10	Hall, Edwin D.	K, 14th Wis. Inf.	Private..	14	New York	56	6	Heart dis., piles.	Hennepin	Carpenter	Married.	Yes.	Oct. 22, 1893	July 2, 1896	17
11	Hall, Francis G.	L, 2d Minn. Cav.	Private..	26	New York	69	...	Rheumatism.	Kittson	Engineer	Widower	Yes.	Jan. 12, 1893	April 22, 1896	33

12 Harper, A. Courtney.	D, 13th Ill. Inf.	Private.	51	Asthma.	Ramsey.	Agent.	Married.	Yes.	Dec.	17, 1894	Nov. 18, 1895	8
13 Hansen, Torgor.	G, 6th Wis. Inf.	Private.	49	Torpid liver.	Hennepin.	Our repr.	Married.	Yes.	Nov.	21, 1895	Feb. 13, 1896	14
14 Haywood, Wm. A.	P, 33d Ill. Inf.	Private.	51	Dis. of rectum.	Winona.	Farmer.	Married.	Yes.	June 1, 1896	Sept. 12, 1896	12	
15 Hayward, Charles E.	A, 1st Wis. H. A.	Private.	60	Rheumatism.	Winona.	Swickman.	Married.	Yes.	April 2, 1896	May 18, 1896	23	
16 Hinkley, Frank H.	D, 1st Maine Cav.	Private.	53	Infl. hernia.	St. Louis.	Lumberman.	Single.	Yes.	Jan. 2, 1894	April 12, 1896	14	
17 Hovey, George.	E, 11th N. Y. H. A.	Private.	52	Rheumatism.	Hennepin.	Laborer.	Single.	Yes.	Jan. 24, 1895	Sept. 18, 1895	8	
18 Johnson, George.	A, 10th N. Y. H. A.	Private.	52	Paralysis.	Olunsted.	Peddler.	Married.	Yes.	May 31, 1893	Aug. 12, 1895	27	
19 Kelley, Dennis.	K, 14th Ohio Inf.	Private.	51	Rheumatism.	Hennepin.	Laborer.	Single.	Yes.	Feb. 11, 1893	June 27, 1896	5	
20 Kelly, Mathew.	Mexican War.	Private.	53	Dementia.	Winona.	Farmer.	Married.	Yes.	Feb. 8, 1893	July 14, 1896	42	
21 Kent, Benjamin.	I, 1st Minn. Inf.	Private.	61	Bronch., ht. dis.	Big Stone.	Laborer.	Widower.	Yes.	Dec. 13, 1893	Aug. 11, 1895	37	
22 Locke, Oliver S.	L, 3d Mass. Cav.	Private.	62	Rheumatism.	Hennepin.	Lumberman.	Married.	Yes.	Jan. 29, 1896	April 30, 1896	41	
23 Lyons, John.	P, 11th Minn. Inf.	Private.	66	Senile debility.	Washington.	Lumberman.	Married.	Yes.	Sept. 27, 1894	Nov. 4, 1895	41	
24 Larson, Ole.	H, 3d Wis. Inf.	Private.	67	Hernia.	Freeborn.	Tailor.	Married.	Yes.	July 20, 1895	Dec. 19, 1895	28	
25 Lawson, William.	G, 1st Minn. H. A.	Private.	68	Heart disease.	Le Sueur.	Farmer.	Married.	Yes.	Dec. 18, 1895	April 16, 1896	23	
26 Mathews, John C.	A, 20th Wis. Inf.	Private.	53	Sore throat.	Polk.	Lawyer.	Single.	Yes.	Feb. 10, 1897	Jan. 22, 1896	16	
27 Maurer, John.	C, 6th Minn. Inf.	Private.	58	Rheumatism.	Winona.	Laborer.	Single.	Yes.	May 21, 1895	May 13, 1896	36	
28 Metzler, Broschicht.	R, 1st Tenn. L. A.	Private.	78	Gunshot wds.	Lyon.	Laborer.	Single.	Yes.	Oct. 1, 1891	April 18, 1896	40	
29 Minor, Philip F.	E, 9th Minn. Inf.	Private.	74	Rheumatism.	Hennepin.	Carpenter.	Married.	Yes.	Oct. 24, 1897	April 20, 1896	40	
30 Morton, Henry.	F, 47th Ill. Inf.	Private.	53	Cataract.	Wabasha.	Laborer.	Single.	Yes.	Nov. 28, 1893	Dec. 4, 1895	23	
31 McLoud, Jonas G.	G, 4th Yt. Inf.	Private.	75	Bronch., var. veins.	Steele.	Farmer.	Married.	Yes.	Mar. 4, 1894	May 22, 1896	25	
32 McMillan, Matthew.	F, Hatch's Bat. Minn. Cav.	Private.	68	Rhet., ht. dis.	Scott.	Farmer.	Married.	Yes.	Oct. 30, 1891	Dec. 5, 1895	41	
33 Parker, Samuel H.	I, 11th Wis. Inf.	Private.	60	Gunshot wd., rheu.	St. Louis.	Explorer.	Single.	Yes.	Oct. 30, 1891	Mar. 31, 1896	20	
34 Parsons, Thomas H.	H, 56th N. Y. Inf.	Private.	55	Piles, rheu.	Hennepin.	Agent.	Married.	Yes.	Oct. 22, 1895	Jan. 13, 1896	25	
35 Pratt, Roswell V.	F, 1st Wis. Inf.	Private.	56	Paralysis.	Ramsey.	Agent.	Married.	Yes.	Feb. 17, 1896	Mar. 24, 1896	26	
36 Reed, Warren A.	L, 14th Wis. Cav.	Private.	61	Cataract.	Hennepin.	Cooper.	Married.	Yes.	Oct. 19, 1897	April 14, 1896	17	
37 Kelley, Thomas.	C, 20th N. J. Inf.	Sergeant.	57	Rheumatism.	Hennepin.	Cook.	Widower.	Yes.	Dec. 9, 1892	July 22, 1896	13	
38 Reese, Frederick L.	F, 17th Pa. Inf.	Private.	57	Dysp., diarrhea.	Blue Earth.	Teacher.	Single.	Yes.	Dec. 2, 1894	Dec. 5, 1895	21	
39 Rogers, Thomas.	A, 75th Pa. Inf.	Lieut.	56	Rheumatism.	St. Louis.	Laborer.	Single.	No.	Jan. 16, 1891	Oct. 15, 1895	3	
40 Rooney, John.	D, 12th N. Y. Cav.	Private.	66	Rheumatism.	Ramsey.	Policeman.	Widower.	Yes.	Jan. 3, 1893	Feb. 19, 1896	30	
41 Schmidt, Fred'k.	K, 5th Minn. Inf.	Private.	65	Dementia.	Ramsey.	Laborer.	Single.	No.	Jan. 6, 1896	Mar. 17, 1896	25	
42 Shilling, Champion.	B, 4th Minn. Inf.	Private.	49	Var. veins, piles.	McLeod.	Cook.	Widower.	Yes.	Mar. 16, 1895	Oct. 15, 1895	39	
43 Smith, Abram.	H, 36th Wis. Inf.	Private.	50	Rhet., piles.	Atkin.	Farmer.	Widower.	Yes.	Mar. 19, 1895	Oct. 25, 1895	5	
44 Smith, Charles L.	K, 118th Ind. Inf.	Private.	21	Hernia.	Hennepin.	Engineer.	Married.	Yes.	June 4, 1894	Mar. 25, 1896	25	
45 Smith, Jacob.	H, 4th Wis. Cav.	Private.	57	Rhet., loss of eye	Hennepin.	Cooper.	Single.	Yes.	April 24, 1895	April 11, 1896	8	
46 Squires, James W.	F, 87th Ind. Inf.	Private.	58	Rhet., ht. dis.	Le Sueur.	Farmer.	Married.	Yes.	June 15, 1891	Aug. 14, 1895	19	
47 Steele, John W.	E, 18th Ohio Inf.	Private.	64	Rhet., cataract.	Wabasha.	Lawyer.	Married.	Yes.	July 24, 1895	Nov. 21, 1895	26	
48 Stout, Herbert G.	K, 88th Ohio Inf.	Private.	50	Rheumatism.	Ramsey.	Laborer.	Married.	Yes.	Nov. 28, 1891	Oct. 25, 1895	10	
49 Strong, Charles W.	F, 9th Iowa Inf.	Private.	53	Dysp., diarrhea.	Hennepin.	Mail carrier.	Married.	Yes.	June 11, 1895	Sept. 18, 1895	36	
50 Thompson, Francis.	K, 24th N. H. Inf.	Private.	54	Shell wound.	St. Louis.	Laborer.	Widower.	Yes.	July 12, 1894	June 10, 1896	6	

DESCRIPTIVE LIST OF MEMBERS DISCHARGED FROM THE MINNESOTA HOME FOR DISABLED VOLUNTEER SOLDIERS,
DURING THE YEAR ENDING JULY 31, 1896.—Continued.

Number.	NAME.	COMPANY AND REGIMENT.	Rank.	Service in Months.	Nativity.	Age.	Pension per Month.	Disability.	County Admitted From.	Occupation.	Married or Single.	Read and Write.	When Admitted.	When Discharged.	Years Res. in Minn.
2	Tubitt, Martin.	A, 21st Ill. Inf.	Private.	36	Germany	70	8	Rheum., gen. deb.	Hennepin.	Laborer.	Single.	No.	Oct. 23, 1895	July 30, 1895	15
2	Tooney, Martin.	B, 54th Ill. Inf.	Private.	22	Ireland	58	8	Rheum., weak eyes	Crow Wing.	Laborer.	Married.	No.	Dec. 2, 1895	April 14, 1896	30
1	Walter, Edward H.	C, Brackett's Bat. Minn. Cav.	Private.	35	Indiana	57	6	Rheum., ht. dis.	Scott.	Farmer.	Widower.	Yes.	July 27, 1895	Oct. 31, 1895	37
5	White, William.	E, 15th Maine Inf.	Private.	8	New Brunswick	50	6	Heart disease.	Hennepin.	Laborer.	Single.	No.	July 20, 1895	Oct. 10, 1895	30
3	Wilson, Delos D.	C, 12th Mich. Inf.	Private.	12	Michigan	49	...	Rheumatism.	Switz.	Farmer.	Widower.	Yes.	Nov. 26, 1895	April 30, 1896	3
1	Woll, Jonathan.	D, 1st Minn. M. R.	Private.	13	Pennsylvania	61	8	Rheum., hernia.	Stearns.	Farmer.	Widower.	Yes.	Aug. 18, 1895	Oct. 9, 1895	41
3	Wood, Albert H.	D, 24th Wis. Inf.	Private.	36	Wisconsin	52	...	Bronch., ht. dis.	Hennepin.	Engineer.	Single.	Yes.	Sept. 30, 1893	Sept. 1, 1895	7
2	Woodard, Eli B.	{ E, 60th Ohio Inf. A, 1st U. S. Inf. K, 6th U. S. Inf.	{ Private Private Serg't.	120	Single	48	10	G. S. wd., inj. hip	Hennepin.	Barber.	Single.	Yes.	Dec. 28, 1895	April 17, 1896	40

CAUSE OF DISCHARGE.

- 1.—Dropped from roll—absent without leave over 60 days.
- 2.—On his own application, to support himself.
- 3.—Honorable discharged, by order of board of trustees.
- 4.—Dishonesty.
- 5.—Expiration of term of admission.
- 6.—Transferred to national home on account of health.
- 7.—Drunkness; stabbing a comrade in quarters.
- 8.—Refusing to comply with pension rule.
- 9.—Admission refused by executive committee board of trustees.
- 10.—By order of executive committee board of trustees.
- 11.—Refusing to serve sentence.
- 12.—Desertion.
- 13.—Drunkness; gross and abusive language.
- 14.—Dementia. Sent to insane asylum.
- 15.—Threatening and abusive language; drawing weapon on commandant.

DESCRIPTIVE LIST OF MEMBERS WHO HAVE DIED AT MINNESOTA STATE SOLDIERS' HOME DURING YEAR ENDING JULY 31, 1896.

NAME.	COMPANY AND REGIMENT.	Rank.	Length of Service in Months.	Nativity.	Pension per Month.	Disability.	County Admitted From.	Cause of Death.	Married or Single.	Read and Write.	When Admitted.	Date of Death.	Cemetery Where Buried.
Arnold, Wm. S.	C, 13th Iowa Inf.	Private.	33	Massachusetts	67	Rheumatism.	Wright.	Rhen. of heart.	Single.	Yes.	May 27, 1895	Dec. 13, 1895	Lakewood, Mpls.
Brown, Wm. A.	F, 3d Minn. Inf.	Private.	35	Michigan	53	Heart dis., ples.	Ramsey.	Ht. dis., anemia.	Married.	Yes.	June 4, 1894	April 22, 1896	Lakewood, Mpls.
Brown, Benjamin.	C, 8th Minn. Inf.	Private.	7	Maine	93	Scellity.	Chicago.	Scellity.	Widower.	Yes.	Dec. 13, 1894	Feb. 1, 1896	Lakewood, Mpls.
Casey, John J.	C, 2d Wis. Cav.	Private.	39	Connecticut	51	Chr. diarrhoea.	Hennepin.	Bright's dis.	Single.	Yes.	Mar. 2, 1891	Nov. 2, 1895	St. Mary's, Mpls.
Cornely, Peter.	G, 2d Minn. Cav.	Private.	36	Ireland	63	Rheumatism.	Scott.	Pneumonia.	Single.	Yes.	Nov. 5, 1895	Dec. 24, 1895	St. Mary's, Mpls.
Dearing, Wm.	M, 2d Minn. M. R.	Private.	9	Ireland	50	Hernia.	Anoka.	Peritonitis.	Married.	Yes.	Nov. 15, 1895	May 10, 1896	St. Mary's, Mpls.
Disjardin, Charles.	G, 2d Minn. Cav.	Private.	7	Canada	73	Hernia, rheu.	Folk.	Heart dis.	Single.	No.	April 18, 1895	Sept. 3, 1896	St. Paul.
Duffee, Joseph A. E.	H, 8th Minn. Inf.	Private.	24	Canada	75	Dis. of urin. org.	Hennepin.	Uremia.	Single.	Yes.	Mar. 20, 1892	Aug. 7, 1895	St. Mary's, Mpls.
Dustin, Mark F.	E, 2d Wis. Cav.	Private.	38	New Hamp.	59	Cancer of face.	Washington	Cancer.	Single.	Yes.	Mar. 23, 1895	Feb. 18, 1896	Lakewood, Mpls.
Eischer, Joseph.	E, 11th Wis. Inf.	Private.	11	Germany	79	Dis. of spine.	Ramsey.	Gangrene.	Single.	Yes.	April 30, 1894	Dec. 23, 1895	St. Mary's, Mpls.
Fisher, W. F.	50th U. S. C. T.	Sergeant.	36	Louisiana	72	Paralysis.	Ramsey.	Asthemia.	Married.	Yes.	Dec. 4, 1894	Feb. 21, 1896	St. Paul.
Greene, Leroy W.	G, 10th Ind. Inf.	Sergeant.	51	New Hamp.	56	Ht. failure.	Carlton.	Consumption.	Single.	Yes.	Dec. 20, 1895	Jan. 5, 1896	Lakewood, Mpls.
Holmes, Charles B.	D, 135th Ind. Inf.	Captain.	24	New York	59	Softening brain.	Becker.	Paralysis.	Widower.	Yes.	Feb. 27, 1895	April 15, 1896	Lakewood, Mpls.
Hoyt, Amos.	C, Hatch's Bat.	Private.	26	New Hamp.	70	Heart disease.	Hennepin.	Heart dis.	Widower.	Yes.	July 8, 1896	July 28, 1896	Lakewood, Mpls.
Humphrey, John.	D, 18th Wis. Inf.	Private.	45	Virginia	75	Neurasthenia.	Wabasha.	Nerv. pros.	Married.	Yes.	Feb. 17, 1894	Dec. 12, 1895	Lakewood, Mpls.
Hundley, Benj. F.	G, 11th Minn. Inf.	Private.	10	New York	62	Paralysis.	Isanti.	Paralysis.	Married.	No.	April 13, 1895	Sept. 13, 1895	No. Branch, Minn.
Johnson, Chas. J.	H, 6th Minn. Inf.	Private.	36	New York	74	Rheumatism.	Ramsey.	Scellity.	Widower.	Yes.	Jan. 17, 1894	Dec. 24, 1895	Lakewood, Mpls.
Morrow, John O.	C, 92d Ohio Inf.	Colonel.	36	Ohio	56	Rhen. G. S. wd	Hennepin.	Consumption.	Married.	Yes.	Mar. 4, 1895	Feb. 3, 1896	Lakewood, Mpls.
McNaughton, David B.	E, 20th Maine Inf.	Private.	19	Maine	50	Paralysis.	Crow Wing.	Cancer.	Single.	Yes.	June 2, 1894	Oct. 3, 1895	Lakewood, Mpls.
Peterson, John.	E, 5th Minn. Inf.	Private.	13	Sweden	80	Hernia, tumor.	Dakota.	Ulcer of blad.	Single.	Yes.	Dec. 18, 1895	Feb. 12, 1896	Lakewood, Mpls.
Peterson, Swan.	A, 4th Minn. Inf.	Private.	14	Sweden	71	Heart disease.	Wright.	Diabetes.	Widower.	Yes.	April 13, 1894	April 29, 1896	Lakewood, Mpls.
Putnam, Clark.	2d Co. Minn. S. S.	Private.	42	New York	69	Paralysis.	Ramsey.	Apoplexy.	Single.	Yes.	Oct. 18, 1893	Feb. 25, 1896	Lakewood, Mpls.
Riddle, William.	D, Brackett's Bat.	Private.	28	Scotland	69	Heart disease.	Goodhue.	Heart dis.	Single.	Yes.	Aug. 16, 1895	Sept. 5, 1895	Lakewood, Mpls.
Rummell, William.	D, 1st U. S. Drag.	Sergeant.	216	Massachusetts	73	Rheumatism.	Wabasha.	Tuberculosis.	Single.	Yes.	Aug. 1, 1891	May 9, 1896	Lakewood, Mpls.
Shellenberger, B. K.	H, 20th Ind. Inf.	Private.	48	Indiana	94	Rhen. G. S. wd	Washington	Apoplexy.	Single.	Yes.	May 18, 1895	June 24, 1896	Lakewood, Mpls.
Stateler, Martin V.	C, 113th Ill. Inf.	Private.	20	Ohio	53	Rhen., dropsy.	Todd.	.....	Single.	Yes.	Jan. 31, 1894	April 20, 1896	.....
Stedman, E. D.	D, 12th Iowa Inf.	Private.	37	Ohio	53	Heart disease.	Hennepin.	Heart dis.	Married.	Yes.	Sept. 17, 1895	Nov. 1, 1895	Lakewood, Mpls.
White, William.	E, 20th Iowa Inf.	Private.	8	New Brunswick	50	Heart disease.	Hennepin.	Heart dis.	Single.	No.	Mar. 13, 1896	April 18, 1896	St. Mary's, Mpls.
Wiersang, Erick.	E, 1st Minn. Cav.	Private.	10	Germany	66	Var. veins.	Blue Earth.	Heart dis.	Married.	Yes.	Nov. 13, 1894	Oct. 3, 1895	Lakewood, Mpls.

THE MEDICAL DEPARTMENT.

Year by year the hospital service of the soldiers' home becomes increasingly important, and to maintain its high standard is the anxious effort of this board. The infirmities of the members of the home annually increase, with advancing age. We receive many new applicants for admission for temporary medical treatment or to undergo surgical operations, and after a few months' sojourn they are sent home cured. Besides all this, it is manifest that each year must add to the aggregate disabilities and infirmities of the 20,000 ex-soldiers resident in the state, thus increasing the proportion of hospital patients among those who apply for permanent admission to the home. Under the law every applicant must be physically disabled in order to entitle him to admission. In practice, owing to our limited room and resources, from the beginning, we have been obliged to select for admission the most feeble among the disabled. Thus, almost all of our members have been properly "hospital cases" on their arrival, and very many of them have merely come to the home to die. The cost of medicine and special food, for medical attendance and skilled nursing, is a heavy expense, and one wherein parsimony would be cruelty. Proper economy is always observed, but necessary expenditures are willingly incurred to secure the comfort of all patients and restoration to health when possible.

The hospital building is pronounced by competent and impartial judges to be one of the most perfect in the country. Every resource of architectural and sanitary science was applied to its design, as well as its construction. Located on the most retired and quiet spot on the grounds, at the extreme point of the junction of the gorge of Minnehaha creek with the bluff of the Mississippi river, its water table is about eighty feet above the level of the stream. It has perfect drainage, free access to the southern breezes of summer, protection from cold winds of winter, a magnificent outlook down the wooded banks of the river, and every advantage which can possibly be derived from the most ideal surroundings. In medical and surgical attendance, medical supplies, nursing, and cooking, we have always kept the standard fully abreast of the splendid hospital equipment and of the manifest demands of the institution.

SURGEON'S ANNUAL REPORT.

To the Board of Trustees, Minnesota Soldiers' Home,

GENTLEMEN: I respectfully submit this my fifth annual report as surgeon of this home. Another year has passed, and another portion of the picket line has been called in. There have been twenty-nine deaths among the

members of the home during the year—twenty-six in the hospital and three while absent on furlough. The greatest number of deaths have been caused by heart and brain diseases. A few died from senile debility—one of them at the ripe old age of ninety-three years.

The total number treated in hospital during the year was 135; total number treated at sick call (counting each case but once) during the year, 416. The ratio of deaths per 1,000 of whole number cared for was 15.97. There are two members totally insane and fifteen others with impaired cerebration. There are three totally blind and six partially blind. Two members have been sent to the state insane asylum during the year. The total number of deaths during the nine years' existence of the home is 152. The lower wards are now filled with helpless patients, including many paralytics, and the requirements of special care and attention are constantly increasing.

I am pleased to note that there has been less dissipation and more general contentment at the home than during any previous year, notwithstanding the increased population. Only seven cases of alcoholism were treated in hospital and ten in quarters. This is due to the stronger restraining influences brought to bear by all connected with the management. Very few accidents have occurred, largely owing to improved sobriety above referred to. The pronounced nuisance of Sunday picnics and midnight debaucheries on the island in the river, adjacent to the hospital and lying within the city limits of St. Paul, should be made the special object of restrictive police measures.

The new morgue is a credit to the home, and supplies a necessity which has long been manifest.

The officers of the home are working in harmony and with the best of feeling toward each other. The consulting surgeons, Dr. Higbee and Dr. Norred, have given valuable assistance. Mr. Libbens White, the hospital steward, has been, as ever, kind and efficient. The nurses have been very faithful and patient, often working fourteen or fifteen hours a day without complaint.

Respectfully submitted,
D. R. GREENLEE, M. D., Surgeon.

FUNERALS AND BURIALS.

When a death occurs at the home, the relatives of deceased are notified, and if the remains are not claimed by them, interment is made in accordance with the previously expressed wish of the party, either in a neighboring Catholic cemetery or in the beautiful grounds set apart at Lakewood cemetery, Minneapolis, for the burial of ex-soldiers. At the latter place an imposing soldiers' monument will be erected, the legislature having made a liberal appropriation therefor, conditioned on a still larger sum being raised by voluntary contribution for the same purpose.

Of the 152 members of the home who have died since its organization, ninety are buried at Lakewood, and careful records of the interment are kept at the home and at the cemetery, so that the graves can at any time be fully identified.

THE CHAPLAIN'S SERVICES.

Rev. Leland P. Smith, chaplain of the home, says, in his annual report to the board:

Regular services have been conducted every Sabbath, and usually the attendance has been good. The ordinance of baptism has been administered

to three members of the home. I have conducted twenty-four funeral services. Considering the interesting field for pastoral labor and the opportunities to advance the spiritual interests of the members of the home, it has been a pleasure to labor here, and I can confidently say, looking back over the past year, that the work has been productive of good results.

The statutes of the State of Minnesota guarantee to the inmates of all her public institutions absolute freedom of conscience and the untrammelled enjoyment of their religious observances. Members of the home attached to the Catholic communion have the benefit of regular religious services, conducted by pastors of that faith, who are also afforded every facility given to the regular chaplain to visit and confer with those who desire their ministrations. These services are conducted without expense to the home, for salaries or otherwise. Catholic services are held at 8:30 a. m., and services by the home chaplain at 10:30 every Sunday. The Christian Workers of Minneapolis hold song and prayer services at the home on the afternoon of the second Wednesday of each month. All religious meetings are well attended.

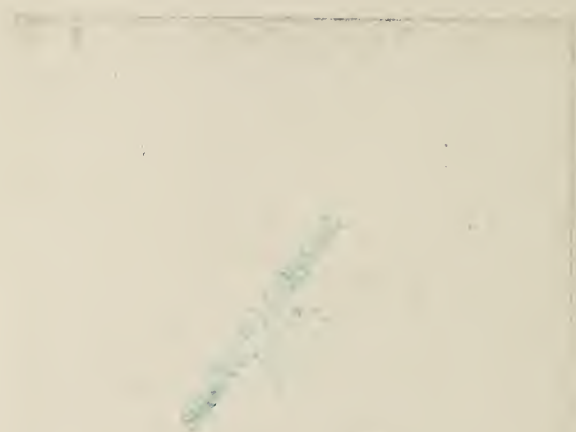
THE DRUM CORPS.

A fife and drum corps, eight in number, has been organized from among the members of the home, and has become very proficient in rendering martial music, under the supervision of the chaplain, who happens to be the only officer who is expert in that line. Every morning and evening, if the weather is not inclement, when the flag is raised or lowered on the tower of the administration building, it is saluted by a patriotic musical selection by the drum corps. At each quarterly inspection of the members of the home by the board of trustees and visitors, the drum corps is called upon to "sound off" with due formality, marching up and down the line and executing the familiar maneuvers of an old-time dress parade.

In addition to martial music by the drum corps, the home has been favored by several elaborate and acceptable band concerts at the new pavilion. The postoffice band of Saint Paul and the letter carriers' band of Minneapolis each spent an entire summer afternoon and evening entertaining our members with rare musical treats. On the occasion of the annual inspection of the home in June last by Gen. W. W. Averell, national inspector, the splendid band of the Third regiment of infantry, U. S. A. stationed at Fort Snelling, accompanied Col. J. H. Page, U. S. A. commanding the post and his officers on a formal visit to the home, where, at intervals during the day, their classical and patriotic renditions were a welcome entertainment.



INSPECTION AT MINNESOTA SOLDIERS' HOME.



These kind remembrances, together with numerous vocal concerts, song services, campfires and other exercises tendered by the committees of the W. R. C., the G. A. R., Sons of Veterans and other visitors, lend a pleasing variety to the somewhat monotonous routine of the daily life of the veterans. Those who so thoughtfully exert themselves in these lines may be assured that their efforts are gratefully appreciated.

THE HOME LIBRARY.

The library of the soldiers' home now contains 1,824 bound volumes, besides 1,100 odd numbers of current magazines. The volumes embrace all the standard works of fiction and general literature, besides a very interesting collection of war history and biography. The reading-room receives very complete files of Minnesota daily and weekly newspapers, besides many journals from other states. The reading-room is well patronized; books taken from the library are well cared for as a rule, and promptly returned. The records show that during the year 5,950 volumes were taken from the library and read by the members of the home. The classes of books read were proportioned about as follows: Fiction, fifty per cent; travels, twenty per cent; history, fifteen per cent; war sketches and records, ten per cent; religious works, five per cent. The library is in a flourishing condition, many new and desirable volumes having been added during the year. Acknowledgments are due to the publishers of daily and weekly newspapers for their valued favors, and to patriotic citizens of St. Paul and Minneapolis for generous donations of magazines.

THE AMUSEMENT PROBLEM.

If all the members of soldiers' homes had a taste for reading, one of the most serious problems connected with the management would be easily solved. The habitual readers thoroughly enjoy the library, and it is noticeable that they are the most tractable, contented and cheerful of all. How to employ the time and interest the attention of those who do not have this resource and solace, is the question. The ordinary requirements for shelter, food, clothing and hospital service may be met with the exercise of average business judgment. But graver questions press for solution which demand a wise, broad treatment. The loss of independence, individuality and self-esteem incurred under any system of congregate living with the discipline necessarily incident thereto, and the sacrifice of the restraining influences of domestic or social ties, is fre-

quently destructive of moral stamina and the finer fiber of manhood so dear to the heart of every American. The poetry of water, music and flowers may charm away the dullness of the passing hours, but there is danger that repetition will chill the zest of their enjoyment and monotony beget weariness. Then the spirit of unrest regains its power. The depressing influence of idleness in many of the homes, especially those with a large population, bears fruit in kind. Then the panders to lust and license, who hover like vultures just outside the limits of official supervision, find ready prey for their unholy temptations.

So far as industrial diversion may be made a shield against the hopelessness of idleness, and a minister to the cravings of a pure manhood, it should be developed to the utmost. Even if the money results are not compensatory, the expense would be justified, for true economy is that which does best what is worth doing.

We have never had the facilities or the means for inaugurating any satisfactory industrial system at the Minnesota home, even if we have had the wisdom to devise one. We have waited patiently, hoping that the skillful managers of some other home would set us a successful pattern by the time we should be ready to adopt it. We search their reports in vain for information. All seem to be confronted by the same dilemma and helpless to remove it. Our home is extremely favored in location, by which, during eight months of the year, the multitudes of eager, friendly visitors, mingling every hour with the veterans, prevent listlessness or loneliness. But during the long winter months visitors are few and episodes infrequent. It is our duty to provide such occupations and amusements for this period as shall relieve the tedium of those isolated hours. We must confess that we are only partially successful.

THE CONSERVATORY.

The cultivation of rare and delicate flowers has engaged the increasing attention of the veteran members of the home for several years. Their arrangement during the summer months in varied forms of symbolical beds, such as corps badges, flags, etc., has become a leading feature in the adornment of the lawns and terraces of the home grounds. Extra efforts were made during the current summer to have these specially attractive, in view of the coming thirtieth national encampment of the G. A. R. at St. Paul, which will bring its thronging thousands of interested visitors. All this work has been greatly advanced by the use of the fine conservatory finished last year, the value of which will be more and

more appreciated hereafter. Its restricted area renders it useful merely as a depository for such plants as it is desirable to preserve in good condition during the winter. It is not large enough to serve the purpose of making a display. But, such as it is, the conservatory is a welcome addition to the departments of the home.

A TYPICAL COMPLAINT INVESTIGATED.

There has always been a small minority of the members of the home who, animated by a spirit of chronic discontent and habitual grumbling, have been prone to make complaints as to its management. On general principles it would seem that any person thus discontented should embrace the many opportunities offered to secure admission to some other state or national home, and many of them do so, only to repeat their experience of discontent and grumbling there, and they often speedily seek readmission here. But those of the same class who remain are regarded with a spirit of patient, lenient tolerance, and so long as their malady does not break out into flagrant insubordination, so as to interfere with the comfort of their fellow members, they are treated as kindly as the most cheerful, contented, obedient veteran. There are usually, also, a very few malicious malcontents, whose unreasonable demands no zeal or care can comply with, who become increasingly insolent, insubordinate and vicious, until their dismissal from the home becomes a necessity both for the peace of its members and the good name of the state. Of the total of over 1,000 inmates during nine years, probably twenty-five have been of this latter class—certainly a very insignificant proportion, and yet enough to have caused infinite vexatious annoyance to all concerned, at periodical intervals during the period.

During the administration of Hon. Knute Nelson as governor of this state, himself an "enlisted man" during the war, still preserving the broadest sympathy for and keenest watchfulness over the interests of his unfortunate comrades, one of these chronic grumblers wrote to him complaining that a rule of the soldiers' home prohibited loud and profane swearing. This complainant declared that he had fought four long and bloody years for "religious freedom," and he held that an abridgment of his right to blaspheme was rank tyranny, an establishment of a connection between church and state which was obnoxious, etc. The governor, in his brief but pointed reply, suggested that his correspondent ought to be thankful that he lived in a Christian country, since in none other was a soldiers' home ever even dreamed of.

It is well known to the board of trustees that no serious abuse of their powers by the officers of the home could, for a single week, escape their knowledge, or that of the general public. Thousands of visitors penetrate to every nook and corner of the institution during each week of eight months of the year. Many of these visitors are themselves ex-soldiers, zealous in looking after the welfare of their comrades. Not a week passes that one or more members of the board of trustees do not visit the home, and every inmate knows that he has the utmost freedom in making reasonable or unreasonable complaints. There can be no ground and no excuse for any long-continued hardship inflicted; there never has been and never will be any such infliction. No single act of cruelty or hardship could be concealed for a day. Nevertheless some Minneapolis newspapers, animated by a spirit of sensationalism, or during political campaigns, perhaps by partisan malevolence, seem to delight in a periodical raid on the soldiers' home, regardless of truth, decency, and the fair name of the city which numbers this among its public institutions.

A case in point occurred shortly after the close of the fiscal year to which this report relates, but before its preparation for the press. This case, with its features and its final outcome, is deemed sufficiently typical and important to justify recital here.

On Sept. 2, 1896, occurred the grand parade of veterans at the thirtieth national G. A. R. encampment in St. Paul. A pleasing and significant section of that parade of nearly 25,000 ex-soldiers was the representation from the Minnesota Soldiers' Home. There were about 160 men in line; neatly uniformed; marching under command of their own officers; bearing their home flag and led by their own excellent drum corps. They were a gratifying feature of the splendid representation of the Department of Minnesota in that magnificent procession. While this detachment from the home was absent at St. Paul, a reckless and irresponsible newspaper reporter, by some alleged accident, visited the institution, and either discovered or manufactured the slim foundation for a towering structure of defamation and falsehood, which engaged much of the attention of the paper he was temporarily representing for the ensuing month. The substance of the heinous offense, as summarized editorially, in the paper referred to, the *Minneapolis Times*, was as follows:

"That statement was to the effect that orders had been vouchsafed by the commandant, that every man able to march in the veteran parade should do so; and, failing to obey the order, the penalty should be a disgraceful discharge from the home for disobedience of orders. The order further

declared that those veterans unable from any cause to march the three or four miles covered by the procession, should remain at the home during the entire day also on penalty of discharge in disgrace. These statements were given to the reporter freely by a veteran, he (the veteran) not knowing they were to be published. The interview between the reporter and the veteran was a touching one, and calculated to arouse the dormant sympathies of even one usually so callous as a news gatherer. The veteran wept as he told the story of being confined to the home grounds by an order which he—silly and helpless old man—regarded as arbitrary and unjust. He was so childish and imbecile as to want to see that great parade—the march of his comrades in peace, the comrades who were glad to have him march beside them in war."

The executive committee of this board, as is their invariable custom, at once examined into the facts. They found the charge unfounded, and exonerated the commandant from blame. The newspaper attacks continued, however, and finally a meeting of all the commanders of posts of the Grand Army of the Republic in Minneapolis was held, at which a committee of seven from their number was appointed to thoroughly investigate the affair. No more zealous or impartial tribunal could possibly be devised; their examination of the case was searching and exhaustive. The report of this committee, printed in the Minneapolis *Times* of Thursday morning, Oct. 1, 1896, completely exonerated the commandant, and spoke in highly complimentary terms of the general management of the home. The report is here given in full:

On the day following the G. A. R. parade in St. Paul, during encampment week, an article appeared in a Minneapolis morning paper, which was afterwards followed by an editorial in the same newspaper, to the effect that inmates of the soldiers' home had been ordered by the commandant, upon pain of discharge for refusal, to participate in the parade if physically able; otherwise to remain at the home during the day of the march. This was, by the articles in question, regarded as a hardship both to those obliged to march and those required to stay at home. It has also been learned from another source that a certain inmate of the home was, previous to the day of the parade, dismissed from the home under a dishonorable discharge for insubordination.

For the purpose of learning the exact facts of the matter, and entirely in the interests of the old soldiers at the home, the G. A. R. posts of the city, following the newspaper arraignment of the commandant of the home and his associates, determined upon a thorough investigation of the charges. George N. Morgan Post took the initiative, and, at its request, a meeting was called of the commanders of all the G. A. R. posts of the city, ten in number, for the purpose of selecting an investigating committee. A meeting of the commanders was held on September 14th, and the undersigned, commanders of Minneapolis posts, were requested to act in such capacity.

On the 19th of September the members of this committee repaired to the home, determined to find out if possible whether the management of the home was deserving of censure in the matters charged or not. The objects of the visit were stated to Captain McMillan, the commander, who was thereupon requested to make a statement of facts to the committee concerning the charges made. Captain McMillan stated positively that no order had ever been issued requiring any inmate of the home to participate in the parade. He had, however, made an urgent request for all who were physically able to join in the march. He stated that he had himself received a request

from Department Commander J. J. McCardy, and one from Capt. H. A. Castle, president of the board of trustees of the home, that he make an effort to get as many of the old soldiers as possible into the line. He had thereupon requested all who were able to participate in the march. About 160 men expressed a willingness to go. They were transported by boat from the home at Minnehaha to St. Paul and were landed at the nearest possible point to the place where the parade would begin and end. Provisions were taken in abundance in charge of Quartermaster George W. Grant for the refreshment of those marching, and Captain McMillan himself marched at the head of the men to see that they were all right. Not a man fell out along the line of the march, and not one suffered any serious consequences from the day's exertion. The men repaired to the boat at the conclusion of the march, and were safely returned to the home. Inquiry among the soldiers who participated confirmed these statements, and showed that for the most part all were pleased and satisfied with the parade.

As to the men who were unable to march, and who were accordingly obliged to remain at the home during the day, it was found that an attempt had been made to take the infirm in carriages in the parade, and Appomattox Post had volunteered to furnish the carriages, but it was ordered by the commander-in-chief of the G. A. R. that no carriages be allowed in the parade, and the plan had to be abandoned. The several cottages at the home, however, were left in charge of sergeants, and were not locked, as stated in the newspaper articles.

As to the inmate who had been dismissed under dishonorable discharge, the facts appear to be as follows: The request for all to participate in the parade went to the soldiers through the adjutant. When it was given in a certain cottage, the soldier in question declared that he would not march; that there was no power to compel him to do so; that he would leave the home first, and that he would make a test case of it. He was ordered before Captain McMillan. Upon being questioned, he repeated what he had previously said, and was even more disrespectful to his superior officers, using abusive language toward the commandant. It appeared also that the man had been for some time dissatisfied with his surroundings at the home. The committee find that it was not for his refusal to participate in the march, but for insubordination and the use of abusive language toward the officers of the home that he was given his dismissal, and this committee attach no blame to the commandant or his assistants for the action, which was done with coolness and deliberation. The facts as to the dismissal were verified by interviews with many of the soldiers who know them.

This committee finds that the inmates of the home are well cared for; that they are under no unnecessary restraints, and that the commandant and his assistants are deserving of great credit rather than censure for the manner in which the home is governed.

Respectfully submitted,

HUGH LONGSTAFF,

Commander James Bryant Post, No. 119.

S. H. WRIGHT,

Commander George N. Morgan Post, No. 4.

J. D. MEADENS,

Commander Appomattox Post, No. 72.

DANIEL W. GETCHELL,

Commander Dudley P. Chase Post, No. 22.

O. E. LAWSON,

Commander O. P. Morton Post, No. 171.

GEO. E. SWIFT,

Commander Levi Butler Post, No. 73.

CHAS. M. HANSEN,

Commander John A. Rawlins Post, No. 126.



DOMESTIC BUILDING.

The same issue of the paper, which had thus been misled into perpetrating an injustice, made the following honorable editorial retraction, and the sensational "incident" was closed:

The complaints made to *The Times* concerning alleged ill treatment of the soldiers at the Minnesota home have been investigated by a committee composed of the commanders of the leading G. A. R. posts of Minneapolis, and the report of that committee is published in another column this morning. It completely exonerates Commander McMillan of the home of the charge of harshness and disregard of the rights of the veterans in refusing to permit those of them who were too feeble to march in the procession to witness the parade and of failure to provide for their attendance in any way. The report shows that all were permitted to go who desired to do so, that they were all generously cared for, and none were left at the home who did not prefer to stay there. *The Times* is pleased with the result of the inquiry, and congratulates Captain McMillan upon the showing made by the committee of the consideration and kindness with which he appears to have treated the old boys on the occasion of the last Grand Army reunion it is probable that many of them will ever see.

FACTS AS TO STATE SOLDIERS' HOMES.

From the last published annual report of Gen. W. W. Averell, U. S. A., for eight years past the assistant inspector general of national and state homes for disabled volunteer soldiers, we extract the following general summary of information concerning the homes in the several states. It will be found interesting to all patriotic friends of disabled veterans, and is especially valuable as the matured result of long experience from a remarkably intelligent and conscientious observer:

POPULATION.

Twenty-two states now maintain homes for disabled volunteer soldiers, and last year cared for 13,373 men. The general average of present and absent was 8,637. The national government has furnished to the states maintaining the homes \$100 per capita on the average present. Three state homes will be added to the number during this fiscal year by Indiana, Wyoming, and Idaho, which will make the whole number twenty-five. A comment of interest may be made that there are six states, viz., Maine, Delaware, Maryland, West Virginia, Kentucky, and Missouri, which have as yet manifested no need for a soldiers' home of their own. These six states furnished altogether, 339,968 men to the Union armies during the Civil War, while the two Dakotas together furnished only 206 men to the war, but now have each a soldiers' home, in which 514 disabled volunteer soldiers have been cared for up to June 30, 1895. Within another year New York will have ready for occupancy an additional home. This national beneficence which bestows direct and assured relief from want of food, clothing, shelter, hospital ministrations, and all the comforting concomitants of a life necessarily undomestic, upon over 30,000 disabled soldiers during the year, and brings satisfaction to almost every house in the land, at a cost quite nominal, is, I am sorry to say, not altogether without question. My own careful inspection during seven years, corroborated by the testimony of the managers of the homes, warrant me in saying that the beneficence is abused. There are enough members of soldiers' homes who are evidently not sufficiently disabled to prevent their earning a living to attract attention and evoke just criticism. It should

be remarked that there is a necessity at all homes for the employment of serviceable members to take charge of the physically disabled or mentally impaired men, but beyond this requirement there is a considerable number who, it is plain to be seen, are not entitled to membership, while many eligible and needy applicants are necessarily turned away for want of room. The manifestation of these conditions, so obnoxious to the well-defined purpose of the homes, is in proportion to the population of each. From all considerations of proper governmental functions and of the maintenance of manhood in men, there can be no greater injury inflicted than that which removes all resistance to life from the path of a man who is able to work. In the smaller homes, with a population not exceeding 200 members, such abuse is rarely seen, while in the larger homes, where the individual is lost from observation in the multitude, it is more secure from notice. When there was plenty of room in the homes, and before their managers had learned by experience the devious ways of the malingerer, and while complaisant country surgeons could be found ready to oblige their neighbors who wished to be rid of a probable burden, by signing a certificate of disability, it was not difficult for an ex-soldier with a discharge or a certificate of service to gain admission. Some homes have admitted applicants upon the certificate of an unofficial surgeon, and without any examination by the home surgeon, who alone could be held responsible. The practice has been gradually discontinued in most homes. It is notable that sixty-eight per cent of the members admitted during the last year were native born. It is also noted that a majority of them came from country districts and not from cities, which have furnished most of the foreign born members. Disabled soldiers find little or no provision in the charitable institutions or among the people of cities, while in the country, where they are native, they have found sympathy and care until their disabilities required an attention which the country could not bestow. And it has been observed at soldiers' homes that the disabilities of the native-born applicant are apparently more serious than of the larger number of foreign-born applicants of former years. To exclude applicants whose diseases, wounds, or infirmities of old age are evidently not such as to disqualify them from earning a living by manual labor, a more careful official examination should be made; and to eliminate all such ineligible as are now members of homes it is necessary that rigorous individual inspection should be made at least once a year by two surgeons, detailed or appointed for that purpose, to act with the surgeon of each home in the performance of that duty. The home surgeon alone cannot do it. The local influences are generally strong enough to embarrass or prevent the proper discharge of a disagreeable duty requiring firmness and unbiased judgment. On account of the number of discharges from several of the larger state homes, the net gain in population has not been so great by 105 as it was the previous year, but the average present and absent has been 719 greater.

The whole number cared for in state homes since the dates of their organization, according to the reports, is 80,468, of whom the records show 5,325 have died and that 8,637 were members on June 30, 1895, leaving the inference that 66,506 have been relieved of their disabilities in the homes and restored to life outside or have become members of the national or other homes. The fact is that a large proportion of the number have been transferred or have wandered from one home to another several times, thus making the reports of the whole number cared for necessarily misleading. A laborious examination of the descriptive lists of all members who have been admitted to all the homes each year would lead to an approximation of the true number.

VITAL STATISTICS.

Although the population has increased 8.77 per cent the number of sick in hospital has decreased 1.19 per cent during the year. The general average age of living members has increased 1.42 years while the general average of members admitted during the year has advanced only 0.60 of a year. The average age at death of those who died during the year, 64.03, remains about the same. The death rate in 1,000 has increased 3.96.

PENSIONS.

About sixty-seven per cent of the members of state homes are pensioners, and their pensions aggregated \$391,951.51 last year. The pensioners in two of the larger homes, Illinois and Ohio, receive their pensions direct from pension agents, and the homes do not touch them. In one of these the superintendent retired during last year, and over 200 men were discharged for intoxication and general and continued disorderly conduct. In the other the board of trustees was impelled to authorize the commandant to summarily discharge from the home any member convicted of drunkenness. The inferences from these incidents are obvious. Nothing but constant vigilance and an inexorable application of home regulations can maintain good order when the members receive all their pension money and use it without restraint. Several other homes minimize the evils engendered by pension money by taking charge of it and making regular payments of small sums to the pensioners.

The treatment of the pension question in Minnesota, which is set forth herewith in my report of that home, comes nearest a proper and just solution of the troublesome problem.

If it were known, or not ignored, that a considerable proportion of the pensioners in the homes are more or less physical and mental wrecks; that some of them are totally unfit to be intrusted with any money at all; that many are men who, finding they could not indulge their shiftless habits and unnatural appetites outside the home and at the same time supply themselves with the essentials of life with their pension money alone, have availed themselves of the home to be relieved from the expense of natural wants; that pension money given to the unrestrained use of such men maintains and aggravates the evils which hasten them to the madhouse and the grave; that leaves some abandoned families without the help a pension to a disabled husband or father was intended to bestow, and that it fails not to bring disgrace and reproach upon the worthy and self-respecting members for whom the home was created; if all this were realized, as any inspection of the larger homes reveals it to-day, no mistaken sentiment regarding pensions would stand in the way of the enactment of laws and rules which would regulate the payment of pensions in all soldiers' homes in such a uniform manner as would conduce to the best welfare of the members and their dependent relatives, and cease to be a curse.

In the vicious consequences of the wasting of uncontrolled pensions in soldiers' homes, cause and effect are glaringly coincident. Plant a large soldiers' home in which the population contains sixty-seven per cent of pensioners, and whole streets of saloons spring up around it where no habitation was seen before the home was established. To lives that are monotonous at best and from which earthly hope and ambition have been eliminated, and to a majority of which books lend little or no beguilement, the convenient temptations of the saloons are irresistible. In the persistent fight for the welfare of the members the managers of the home could easily win, if the cause of it could be properly controlled. With the cause in vigorous operation, however, they hold the enemy in check by resorting to such means as are available. Post exchanges have been established within the large homes where pure beer is sold to the members under such regulations as a maturing experience suggests as the best, with light, wholesome, and free confections. The homing influence of this installation is multiplied and amplified in its beneficent tendencies by converting pension money that otherwise would be worse than thrown away to the injury of the members, into a post fund from which is drawn the maintenance of bands of music, of a great variety of inspiring recreations and procurement of many things to enhance the comfort of the members for which no appropriation could be asked. It must be admitted that the conduct of this business requires the most constant and rigorous supervision to restrain the ready tendencies toward abuses. Yet in its worst possible aspects it is better and safer for members than were the unchecked ravings of the robbers and assassins outside, where members were lured to debauchery, drunkenness, cruel exposure, and not infrequent death. In some states laws have been enacted which prohibit the sale of in-

toxicating drinks within one to three miles of a soldiers' home. The cures for alcoholism and clubs that have been established in some of the large homes have exercised an influence for good. The root of all the trouble is the uncontrolled use of pension money in the homes.

INSANE.

There are 133 insane members in the state homes and a larger number who exhibit various degrees of dementia. There is a considerable and distinct class of weak, incapable, and more or less imbecile members who, having little or no self-control, require a gentle restraint. The best provision that is made for these is at the Central Branch, where a barracks as spacious and comfortable as any in the home is surrounded with a roomy, high, insurmountable inclosure which affords ample space and freedom for exercise and recreation. This segregation somewhat relieves the population from annoyance and embarrassment of ineffectual sympathy, and assures the comfort, safety, and control of the unfortunates who would suffer without it. There is no proper provision for the care and treatment of the insane in the homes, and the want of it is a blemish on this otherwise incomparable national beneficence. There are no expert attendants for them. The government hospital for the insane is remote and seems inadequate. The cost of a separate home for the proper care and treatment of insane, demented, and imbecile members would be quite inconsiderable. It will be needed as long as soldiers' homes are maintained. It would be a great and blessed relief to both national and state homes.

HOSPITALS.

Notwithstanding the general want of many essentials to a satisfactory service, the steady improvement of the hospitals has been commendable and noteworthy.

The study and treatment of some diseases which have been considered incurable have been carefully recorded in a few hospitals and published in my reports, and clearly indicate excellent work, which in a few instances is not without hope of progress. In the greater number of hospitals work has been delayed, thwarted, or prevented by want of intelligent supervision or direction, or of proper equipment and facilities for original investigation, or even for following precedent paths of practice and observation. The greatest and most essential need is a proper organization with a directing head. In the early life of the homes, when they were few in number and small in population, this need was not apparent, but with a larger number of homes and a great and steady increase in population the need has become the greatest exigency.

The organization and pay of the medical department of the United States army, which attends to the health of about 20,000 young, sound and active men, when compared with the medical service of the soldiers' homes, which ministers to the afflictions of over 30,000 soldiers who were disabled in war, presents a deplorable contrast. The pay and emoluments of the former amount to nearly \$500,000 per annum, and of the latter to a sum not exceeding \$50,000. In the maintenance of soldiers' homes we are doing a work which will illuminate our history and shed a new civilization. That light will glow forever to the honor of our patriotism, but our intelligence will suffer lack-luster in the next generation. If medical science were organized, adequately maintained, and encouraged to apply the marvelous discoveries of Pasteur and many other pioneers of science to the terrible diseases, such as cancer, pulmonary tuberculosis, and all germ-engendered affections that are to be found in our hospitals, and if a record of the work were published annually, or oftener, the attention of the entire medical profession would be fixed upon it and interest in the results would extend beyond the limits of the nation. All the best surgeons desire such an organization.

A SOLDIERS' HOME ASSOCIATION.

Responding to a well-ascertained need, the officers and managers of a considerable number of state homes have organized

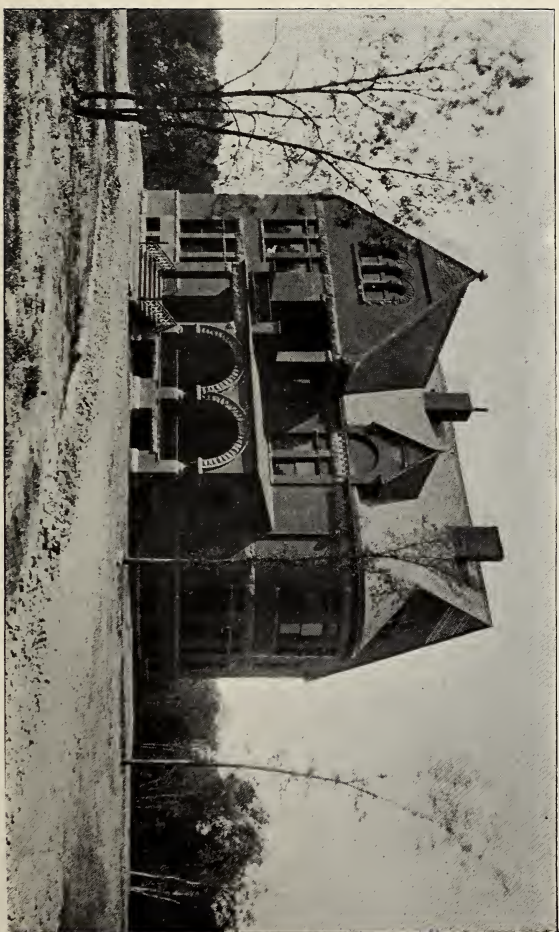
the "Northwestern Soldiers' Home Association." Three annual meetings of this association have been held—the first at Milwaukee, Wis., the second at Marshalltown, Iowa, and the third, in June of the current year, at Grand Rapids, Mich. At all these meetings the Minnesota home has been represented. At the last one, St. Paul was designated as the place of meeting for 1897; Henry A. Castle of St. Paul, president of our board, was elected president of the association, and Dr. D. R. Greenlee, surgeon of our home, was elected secretary. The interchange of opinions and experiences, the discussion of vitally important questions concerning economy and efficiency of administration, etc., result in great good to all. Among the subjects considered have been the ever-present "pension" riddle; systems of outside relief; the enlarged sphere of medical and surgical service; the adjustment of a reasonable and practicable transfer system, whereby the health and convenience of members of homes may be improved by a change of climate or a removal to the vicinity of relatives; questions of discipline and punishment of offenses; treatment of mild dementia; the relations of the taxpayer to the soldiers' home; the relations of managing boards to home officials, etc. In all these discussions the best intelligence and experience of many able men responsible for these institutions, all animated by a broad philanthropy tempered with business prudence, have been brought to bear on the questions considered. It is exceedingly complimentary to the Minnesota Soldiers' Home, that in perhaps a majority of cases a full comparison of methods and prolonged discussion have resulted in an emphatic and practically unanimous indorsement of the systems which have been put in operation here. While we have had something to teach, we have learned much. Hence we anticipate that both interest and profit will result from next year's session in St. Paul.

THE FUTURE OF THE MINNESOTA HOME

We ask no appropriations for new buildings from the coming session of the legislature, and no increased appropriations for home support. As to the probable future necessities, we can only repeat the observations of our recent previous reports. It was supposed a few years ago that by this time the maximum demand upon these institutions would have been reached. But the best judgment of experts now places this period still some eight or ten years from the present. The average age of the inmates remains several years above that of the average age of the surviving soldiers of the War of the Rebellion. About 20,000 of these soldiers reside in Minnesota, and as advancing

age adds to their infirmities they will naturally in increasing numbers seek this home as their final refuge.

While the demand continues, be it large or small, the patriotism of the people of Minnesota may be safely trusted to furnish relief with unstinted generosity. During this period the patience and wisdom of those who are charged with the administration of this trust will be constantly tested. As we stated in a preceding report, we may confidently assume that, so long as human nature remains as it is, there will be discontent, on the one hand because these benefactions do not go far enough, and on the other hand because they go too far. There will also be attempted frauds by the unworthy who seek to obtain allowances to which they are not entitled; there will be exhibitions of improvidence and ingratitude by some who have received help; there will be a few who are depraved and vicious, still more who are weak and faltering, among those whose record of honorable army service entitles them to lenient consideration; there will be a small proportion of the inmates of soldiers' homes who cannot control themselves, yet who will, if left uncontrolled, bring reproach upon the institution which shelters them and humiliation to comrades who wear the same uniform and are brought into unavoidable association with their failings in the public mind. But there are many compensations. The vast numerical majority of the beneficiaries are eminently worthy of all they receive, and more. They were brave and patriotic soldiers and have been honorable, upright citizens, but are now suffering from such disabilities as render the well-earned help or shelter bestowed by their grateful countrymen an absolute necessity. To such it is a pleasant task to distribute the bounties awarded for their service and sacrifice. Even to most of the weak and erring must patience be extended, for in many cases their besetting sins are relics of their army service—diseases as real and palpable as the rheumatism or paralysis which, by an equally uniform percentage, develop as chronic maladies with the passing years. Only the utterly depraved and irreclaimably vicious are to be abandoned in toto, and their numbers are so infinitesimally small by comparison as to command reference only as the rare exception. It is a patriotic and meritorious work. Those who engage in it, whether appreciated or not, have the abiding satisfaction of knowing that they have aided to make comfortable the closing years of men who loyally and resolutely, though perhaps humbly, performed their several parts in the greatest drama of human history.



COTTAGE NO. 4.

THE SOLDIERS' RELIEF FUND.

The law of 1887 providing for the establishment and maintenance of the Minnesota Soldiers' Home contained the provision, then new, for a separate or outside relief fund, which was to be administered by the same board of trustees. This fund is intended for the family. The laws creating the national home, and all the state homes, with a few exceptions, separate the veteran from his family, and leave the latter more than ever exposed to life's vicissitudes. It was the aim of the Minnesota law to avoid this error. As a rule, only men who have no families are to be received at the home, while those with families are granted a monthly allowance to assist in their maintenance. This plan has been in operation nine years, and its success has been complete. The population of the home has been less than one-third what it would have been had all been obliged to go there in order to gain the benefits of the state aid. On the other hand, small but steady streams of benevolence have poured into hundreds of homes, every dollar expended for absolute necessities of life which went directly into the households. In addition to this, the widows, the dependent minor children, and the dependent parents of deceased ex-soldiers, who can receive no benefits whatever from the soldiers' home allowances elsewhere, come in for their share of the fund.

METHODS OF DISBURSEMENT.

The expenditures from this fund have been from the beginning very carefully guarded. Applications for relief are made on blanks prescribed and furnished by the board of trustees, and must be duly verified and approved by the county agent. The executive committee then decided on the allowance per month. This decision is based on the age, disability, number of dependents, and amount of property or pension, if any, as stated in the application. The county agent is notified, and gives the applicant an order on any responsible dealer the applicant may designate for the amount of the allowance. The dealer returns an itemized and receipted bill for the goods furnished, which must be approved by the county agent and the executive committee. The president and secretary of the board then indorse on the back of this invoice an order to the state auditor to draw his warrant on the state treasurer, payable to the dealer, for

the amount. Thus the state auditor keeps permanently on file in his office for public inspection an itemized bill for every dollar expended, and the money goes direct from the state treasurer to the man who sold the supplies—neither the board of trustees, the county agent, nor the applicant for the relief ever touching it.

AGGREGATE DISBURSEMENTS FROM THIS FUND.

The soldiers' relief fund is provided by an annual tax of one-tenth mill on all the taxable property in the state. Since the act went into operation in May, 1887, at least 2,700 dependent soldiers' families have received assistance from it. The immense good thereby accomplished can never be recorded, or even estimated. The following table shows the disbursements from this fund during each fiscal year, together with the grand aggregate:

For the fiscal year 1887-88.....	\$13,573.37
For the fiscal year 1888-89.....	34,682.79
For the fiscal year 1889-90.....	46,012.62
For the fiscal year 1890-91.....	51,800.66
For the fiscal year 1891-92.....	39,370.42
For the fiscal year 1892-93.....	43,668.21
For the fiscal year 1893-94.....	42,892.50
For the fiscal year 1894-95.....	30,971.46
For the fiscal year 1895-96.....	41,931.41
Total	<hr/> \$344,903.44

STATISTICS FOR THE YEAR.

The applicants for relief during the year are classified as follows:

Ex-soldiers	572
Soldiers' widows	259
Soldiers' wives	101
Soldiers' dependent parents	16
Guardians of soldiers' orphans.....	9
Total	<hr/> 957

At the close of the year (July 31) 633 applicants are receiving relief to the aggregate amount of \$3,443 per month, or an average of \$5.43 for each applicant. This is the minimum summer allowance. During the winter months both the number of recipients and the average allowance will be necessarily increased. The allowances being made for three months in advance, in each case, the actual payments come, on an average, nearly two months later. The pay-

ments by the state treasurer, from the fund, were distributed during the last fiscal year by months as follows:

August, 1895	\$3,189.85
September, 1895	2,187.74
October, 1895	2,864.86
November, 1895	2,625.32
December, 1895	3,133.54
January, 1896	2,541.63
February, 1896	4,472.80
March, 1896	4,456.49
April, 1896	2,501.13
May, 1896	4,361.60
June, 1896	5,701.16
July, 1896	3,913.02
Total	<u>\$41,931.41</u>

The nationality of applicants is thus reported: United States, 669; Ireland, 77; Germany, 74; Canada, 56; England, 21; Norway, 23; Sweden, 17; France, 8; Scotland, 8; Switzerland, 3; Holland, 1.

Their place of enlistment is shown on their applications as follows: Minnesota, 358; Wisconsin, 179; New York, 87; Illinois, 58; Pennsylvania, 40; Ohio, 31; Iowa, 31; Indiana, 30; Maine, 23; Missouri, 10; Michigan, 17; Massachusetts, 10; Vermont, 16; California, 4; Delaware, 2; Kentucky, 2; New Hampshire, 3; Connecticut, 3; Louisiana, 1; Kansas, 1; New Jersey, 1; Oregon, 1; Rhode Island, 1; West Virginia, 1; Tennessee, 1; United States Army, 14; United States Navy, 15; United States Colored Troops, 17; Veteran Reserve Corps, 5.

THE YEAR'S EXPENDITURES.

The account with the relief fund, at the close of the fiscal year, as shown by the books of the secretary of this board, and verified by the state auditor, was as follows:

Receipts.

Balance on hand August 1, 1895.....	\$25,653.47
Credits to relief fund during the year.....	74,094.60
Total	<u>\$99,748.07</u>

Expenditures.

Paid out for relief during the year.....	\$41,931.41
Balance on hand July 31, 1896.....	57,816.66
Total	<u>\$99,748.07</u>

DISTRIBUTION BY COUNTIES.

The relief is disbursed on applications indorsed by the county agents, and to the full extent recommended by them, with occasional increase or reduction in order to equalize, as far as possible, the benefactions. The following statement shows the number of beneficiaries in each county during the year ending July 31, 1896, and the aggregate amount of their allowances:

Counties.	Number Received Relief.	Amount.	Counties.	Number Received Relief.	Amount.
Anoka	29	\$1,195.20	Mower	14	608.50
Becker	4	150.75	Murray	1	16.00
Benton	13	507.00	Nicollet	15	525.30
Big Stone	8	306.50	Nobles	2	60.00
Blue Earth	38	2,128.80	Norman	1	65.70
Brown	14	749.00	Olmsted	8	350.75
Chippewa	1	6.00	Otter Tail	17	902.00
Cass	1	18.00	Pine	5	351.50
Chisago	7	411.10	Pipestone	3	58.00
Clay	1	93.95	Polk	1	47.50
Cottonwood	1	48.00	Pope	1	4.00
Crow Wing	6	194.50	Ramsey	158	7,147.60
Dakota	37	1,573.60	Redwood	7	430.00
Dodge	9	541.50	Renville	12	501.85
Douglas	22	973.75	Rice	15	742.00
Faribault	4	191.00	Rock	1	30.00
Fillmore	6	225.30	St. Louis	8	496.50
Freeborn	4	117.10	Scott	7	376.95
Goodhue	12	481.30	Sherburne	2	139.75
Grant	11	334.00	Sibley	7	339.00
Hennepin	245	9,750.26	Stearns	9	263.40
Houston	2	89.25	Steele	3	121.98
Hubbard	1	30.00	Stevens	5	306.00
Isanti	2	69.00	Swift	5	114.00
Jackson	2	99.10	Todd	25	1,084.40
Kanabec	1	18.00	Traverse	4	167.30
Lac qui Parle	1	48.00	Wabasha	18	837.30
Le Sueur	10	383.60	Wadena	17	511.75
Lyon	1	67.00	Waseca	8	243.90
McLeod	3	99.00	Washington	11	517.75
Martin	2	37.00	Watsonwan	1	48.00
Meeker	16	836.51	Winona	6	280.50
Mille Lacs	4	141.00	Wright	6	307.15
Morrison	9	439.00	Yellow Medicine	1	24.00

THE RELIEF FUND AND PENSIONS.

As we have frequently stated in past reports, since the original adoption of the relief fund feature of the Minnesota Soldiers' Home law was avowedly based on the inadequacy of pensions under the United States laws then existing, we have felt obliged to take into consideration the amount of pensions now received, under more liberal enactments, in distributing this relief fund among the numerous applicants. But, in a great many cases, increasing disabilities, or temporary seasons of distress, have obliged us to grant relief to pensioned applicants considerably beyond the limit anticipated when the law was passed. We have tried to be careful, but have been inclined to err, if at all, on the side of generosity.

Of course, applicants in receipt of twelve dollars per month and over only receive allowances from the relief fund in small sums, for short periods, or in very exceptional cases of disability and destitution. In all cases the amount of the pension is taken into consideration, either in disapproving the application for relief or fixing the amount of the allowance. We have aimed to deal generously with the applicants and at the same time justly by the taxpayers.

THE PENSION SYSTEM.

The pension system of the United States is one of the most interesting studies that may be prosecuted concerning any branch of the business of the republic. More than \$130,000,000 is annually distributed in pensions to the survivors of the various wars in which the country has been engaged, or to their widows and orphans. The generosity of the nation is not well shown by these figures alone, however, and it is only by contemplating the fact that the annual average value of each pension in force in the country at the beginning of the present year is \$134 that one may arrive at a knowledge of how well the country is engaged in caring for those who have contributed a part in the work of upholding the flag. Many interesting and suggestive facts are contained in the report of the commissioner of pensions for the fiscal year 1896. The time is fast approaching now when, unless new laws are enacted, there will be a decrease year by year in the number of names on the pension rolls. The number of pensioners who died last year was 29,393. The rolls were further reduced from various causes so that the total erasures from the list amounted to 44,093 names. On the other side of the account there were added 40,374 new pensioners, while there were restored to the list 3,873 that had been previously dropped. The net increase, therefore, was 154 names, the total number of pensioners on the rolls being 970,678. Of these there survive seven widows and seven daughters of Revolutionary soldiers. Of pensioners who fought in the War of 1812 there are 14 living, while of widows of soldiers of 1812 there still live 3,287. Coming down to the Mexican War and the Civil War, the tables tell a different story. There are more surviving soldiers than widows. There are still alive 11,800 survivors of the Mexican War, and 8,017 widows of soldiers in that war. Of Civil War invalid pensioners 370,487 still live. Of widows of Civil War soldiers there are 101,639. The relations of these figures will change as the years go by. The lists of surviving soldiers will be cut down, but the number of widows will increase slowly until the widows are in the majority. The

oldest living pensioner is Hosea Brown, 104 years of age, who fought in the service of New York in 1812. He now lives in Oregon. There are four more aged 100, who live respectively in Tennessee, Maryland, Louisiana, and New Hampshire. The oldest widow of a Revolutionary soldier calls herself 96. That is to say, she was born 17 years after the war closed, and probably did not marry for 17 years after that. Her husband must have been at least 45 years older than she when she married him. The youngest of these widows is just 80. She was born, therefore, after the close of the War of 1812. Perhaps she married in 1832 at the age of 16. If the man she married was a fighting soldier of 20 when the Revolution broke out, he must have been 76 when he married this girl of 16. If he was a boy of 10, and went into the service as a drummer in 1776, then he must have been 50 years older than his bride on his wedding day. A precisely parallel case would be that of a girl, born in 1901, marrying a veteran of the Civil War. And there is very little doubt that that will happen, and even stranger things, since there will be more aged survivors of the Civil War than there have been of the Revolution or any other of our former wars.

BURIAL OF EX-SOLDIERS—HEADSTONES.

This board is frequently applied to for information as to the burial of ex-soldiers and furnishing headstones for their graves. We have no official connection with the administration of these laws, but as matters of general interest to those who will peruse this report we reproduce below the sections of the law relating to these subjects:

VOLUME 2, GENERAL STATUTES OF MINNESOTA, DEC. 31, 1894.

Sec. 8042.—Burial of Soldiers.

That it shall be the duty of the county commissioners in each county of the state to designate some suitable person, in each commissioner's district of their county, whose duty it shall be to cause to be decently and honorably interred the body of any honorably discharged soldier, sailor, or marine who served in the army or navy of the United States during the late War of the Rebellion, or in the Mexican war, or who served in the campaign against the Indians in the State of Minnesota in the year 1862 and was not enlisted in the service of the United States, who may hereafter die without having sufficient means to defray his funeral expenses;

Provided, that the expense of such burial shall not exceed the sum of thirty-five dollars; and,

Provided further, That, in case surviving relatives of the deceased, or post or comrades of the Grand Army of the Republic shall desire to conduct the funeral they shall be permitted to do so, and the expense shall be paid as herein provided.

(1887, c. 150, S. 1: 13, G. S. 1878, V. 2, c. 124, S. 82b.)

Sec. 8043.—Headstones.

The grave of such deceased soldier, sailor, or marine shall be marked by a headstone containing the name, date of birth, date of death of the deceased,

and the name of the organization to which he belonged or in which he served, or so much of the foregoing as may be obtainable;

Provided, That the said board of county commissioners shall first have applied to and been unable to obtain such headstone from the general government; and

Provided further, That the cost of such headstone and of placing the same shall not exceed the sum of fifteen dollars;

Provided, That when any such headstone shall be furnished by the general government, the person appointed by the county commissioners, or in case such burial is conducted by relatives of such deceased soldier, sailor, or marine, or by any comrade or post of the Grand Army of the Republic, then such relatives, comrades, or officers of such post conducting such funeral are authorized to purchase a basestone in which to place and erect such headstone, at a cost, including the cost of placing the same, of not more than seven dollars and fifty cents (\$7.50); and after such stone is placed and erected, proof thereof, together with accompanying vouchers, shall be filed with the county auditor, as hereinafter provided.

(1887, c. 150, S. 2; G. S. 1878, V. 2, c. 124, S. 82c, as amended 1889, c. 120, S. 1.)

Sec. 8044.—Same.—Place of Burial.—Payment of Expenses.

Such burial shall not be made in any cemetery or place used exclusively for the burial of the pauper dead, and the expense of said burial and headstone shall be paid by the State of Minnesota, as follows: The said board of county commissioners shall report all such expenditures with accompanying vouchers, properly attested by the county auditor of said county, to the state auditor, who shall thereupon draw his warrant on the state treasurer in favor of and payable to the county treasurer of the county wherein such expenditures were incurred.

(1887, c. 150, S. 3; G. S. 1878, V. 2, c. 124, S. 82d.)

THE COUNTY AGENTS.

Section 27 of the law of 1887 establishing the soldiers' relief fund makes this provision for aiding in its disbursement: "At least one person shall in each county of this state be designated by the board of trustees as a person to whom application for relief shall be made, and who shall be the direct medium of communication between the recipient of this relief and the trustees of this fund." It is further provided in the same section that whenever found necessary, the county auditor of any county shall act as such county agent. In either case compensation for this service is strictly prohibited. In no case has this board as yet ever been compelled to call upon county auditors for this extra duty. In every county willing volunteers, almost invariably ex-soldiers, have been found to do this arduous and responsible work. Many of them have continuously performed it during the whole period of nine years. To their intelligent and zealous coöperation, very much of the pronounced success which has, from the beginning, attended the operation of this beneficent law is manifestly attributable. Their unpaid services have been of incalculable value to the state as well as to the deserving recipients of its bounty. The following is a list of the agents for disbursing

the soldiers' relief fund in the several counties of the state at the close of the fiscal year:

Counties.	Names.	Residence.
Aitkin	R. H. Hartford.....	Aitkin.
Anoka	Joseph Ridge.....	Anoka.
Becker	J. T. Bestie.....	Detroit.
Benton	Thos. Van Etten.....	Sauk Rapids.
Big Stone.....	A. J. Schofield.....	Ortonville.
Blue Earth.....	G. W. Mead.....	Mankato.
Brown	Wm. Pfaender.....	New Ulm.
Carlton	C. A. Peterson.....	Thompson.
Carver	C. S. Halgren.....	Watertown.
Cass	John Knight.....	Wadena.
Chippewa	John Kohn.....	Montevideo.
Chisago	W. X. Folsom.....	Taylor's Falls.
Clay	Geo. N. Lamphere.....	Moorhead.
Cottonwood	J. F. French.....	Bingham Lake.
Crow Wing.....	J. W. Martin.....	Brainerd.
Dakota	Wm. De W. Pringle.....	Hastings.
Dodge	W. R. Dresback.....	Dodge Center.
Douglas	W. E. Chidester.....	Alexandria.
Faribault	A. L. Taylor.....	Wells.
Fillmore	A. R. Burleson.....	Spring Valley.
Freeborn	J. Q. Annis.....	Albert Lea.
Goodhue	Fred Seebach.....	Red Wing.
Grant	D. W. Hixson.....	Herman.
Hennepin	{ J. A. Gilman.....	Minneapolis.
	{ R. M. Mills.....	Maple Plain.
Houston	Eugene Marshall.....	Caledonia.
Hubbard	A. E. Dickinson.....	Henrietta.
Isanti	H. F. Barker.....	Cambridge.
Jackson	Wm. V. King.....	Jackson.
Kandiyohi	M. Jorgensen.....	Willmar.
Kittson	J. G. Cromwell.....	Stephen.
Lac qui Parle.....	J. H. McLaughlin.....	Dawson.
Le Sueur.....	{ Charles Robinson.....	Waterville.
	{ E. S. Evans.....	Le Sueur.
Lincoln	A. C. Mathews.....	Lake Benton.
Lyon	C. C. Whitney.....	Marshall.
McLeod	David A. Adams.....	Hutchinson.
Marshall	J. G. Cromwell.....	Stephen.
Martin	A. A. Taylor.....	Fairmont.
Meeker	Dr. F. E. Bissell.....	Litchfield.
Mille Lacs.....	T. H. Caley.....	Princeton.
Morrison	H. B. Tuttle.....	Little Falls.
Mower	A. E. Christie.....	Austin.
Murray	A. H. Fowler.....	Slayton.
Nicollet	Gideon S. Ives.....	St. Peter.
Nobles	J. A. Town.....	Worthington.
Norman	C. C. Allen.....	Ada.
Olmsted	H. M. Richardson.....	Rochester.
Otter Tail.....	J. R. Langley.....	Fergus Falls.
Pine	J. F. Stone.....	Pine City.
Pipestone	John Pearsen.....	Pipestone.
Polk	George H. Holt.....	Crookston.
Pope	R. J. Kinney.....	Glenwood.
Ramsey	I. H. B. Beebee.....	St. Paul.
Redwood	J. M. Dunnington.....	Redwood Falls.
Renville	C. H. Hopkins.....	Fairfax.
Rice	E. N. Leavens.....	Faribault.
Rock	James Preston.....	Luverne.

Counties.	Names.	Residence.
St. Louis.....	L. W. Palmer.....	Duluth.
Scott	William Willson.....	Shakopee.
Sherburne	Dwight R. Houlton.....	Elk River.
Sibley	John Gerken.....	Henderson.
Steele	J. Z. Barncard.....	Owatonna.
Stearns	{ J. T. Biggerstaff.....	St. Cloud.
	{ Josiah Cooper.....	Sauk Center.
Stevens	N. R. Spurr.....	Morris.
Swift	J. N. Edwards.....	Benson.
Todd	M. F. Canfield.....	Long Prairie.
Traverse	B. Ashbault.....	Wheaton.
Wabasha	J. H. Mullen.....	Wabasha.
Wadena	John Knight.....	Wadena.
Waseca	Henry Reynolds.....	Waseca.
Washington	Samuel Bloomer.....	Stillwater.
Watsonwan	M. E. Mullen.....	St. James.
Wilkin	M. J. Paine.....	Breckenridge.
Winona	R. A. Chadwick.....	Winona.
Wright	Wallace Sawyer.....	Monticello.
Yellow Medicine.....	R. R. Hotchkiss.....	Granite Falls.
Kanabec	S. E. Tallman.....	Brunswick.

CONCLUSION.

The meeting of the thirtieth national encampment of the Grand Army of the Republic in St. Paul this year, with its attendant reunions, parades, decorations, illuminations, and pageantry, has stimulated an unwonted popular interest in all that pertains to the welfare of the surviving veterans of the Union. That great event will be memorable in the annals of the commonwealth. It was a revelation to the general public of the good character, energy, and intelligence of the average "old soldier," and of the honorable achievements since the war with which he has supplemented his honorable army record. There should be, and there probably will be, even less objection than heretofore to any reasonable, judiciously administered beneficence of the state to the needy and the unfortunate, or their families, which may be necessary to supplement the inadequate and sometimes tardy aid given by the general government.

Respectfully submitted,

HENRY A. CASTLE,
JOHN A. GILMAN,
L. F. HUBBARD,
W. P. DUNNINGTON,
L. L. BAXTER,
J. R. PARSHALL,
GEO. N. LA VAQUE,
Trustees.

ANNUAL REPORT

OF THE

MINNESOTA STATE AGRICULTURAL SOCIETY

FOR THE YEAR 1896.

CONTAINING SECRETARY'S REPORT TO THE GOVERNOR, PROCEEDINGS OF THE
SOCIETY, BOARD MEETINGS, FINANCIAL STATEMENTS, INCLUDING AUDITOR'S
AND TREASURER'S REPORTS, STATEMENT OF AWARDS AND PURSES
PAID, AND REPORTS FROM DISTRICT AND COUNTY SOCIETIES; IN-
FORMATION REGARDING VARIOUS STATE SOCIETIES AND
ORGANIZATIONS; PAPERSON VARIOUS SUBJECTS, ETC.

COMPILED BY E. W. RANDALL, SECRETARY.

HAMLIN, MINN.

ST. PAUL, MINN.
PIONEER PRESS CO., STATE PRINTERS.
1896

MINNESOTA STATE AGRICULTURAL SOCIETY.

OFFICERS AND BOARD OF MANAGERS, 1896.

President, - - - - -	ED. WEAVER, - - - - -	Mankato
First Vice-President, - - - - -	WYMAN ELLIOT, - - - - -	Minneapolis
Second Vice-President, - - - - -	D. R. MCGINNIS, - - - - -	St. Paul
Secretary, - - - - -	E. W. RANDALL, - - - - -	Hamline
Treasurer, - - - - -	A. B. MOFFATT, - - - - -	Mankato

BOARD OF MANAGERS.

C. N. COSGROVE, Le Sueur, - - - - -	Term expires 1897
CLARKE CHAMBERS, Owatonna, - - - - -	Term expires 1897
W. M. LIGGETT, St. Anthony Park, - - - - -	Term expires 1898
J. H. LETSON, Alexandria, - - - - -	Term expires 1898
E. P. WATSON, Morris, - - - - -	Term expires 1899
J. E. COOLEY, Duluth, - - - - -	Term expires 1899

SUPERINTENDENTS OF DIVISIONS.

- A. *Horses*.—Clarke Chambers, Owatonna.
- B. *Cattle*.—W. M. Liggett, St. Anthony Park.
- C. and D. *Sheep and Swine*.—J. H. Letson, Alexandria.
- E. *Poultry*.—Leslie Parlin, St. Paul.
- F. *Dairy Products*.—Robert A. Crickmore, Owatonna.
- G. *Horticulture and Floriculture*.—Wyman Elliot, Minneapolis.
- H. *Honey, Apiary and Sugar*.—J. P. West, Hastings.
- J. *Vegetables, Grain and Farm Produce*.—J. E. Cooley, Duluth.
- K. *Woman's Exhibit*.—D. R. McGinnis, St. Paul.
- Assistant Superintendent of Woman's Exhibit*.—Mrs. Anna Cooper, St. Paul.
- L. *Exposition Building*.—D. R. McGinnis, St. Paul.
- M. *Machinery, Farming Implements and Carriages*.—Ed. Weaver, Mankato.
- Gates*.—C. N. Cosgrove, Le Sueur.
- Police*.—Clarke Chambers, Owatonna.
- Forage and Privileges*.—E. P. Watson, Morris.
- Assistant Superintendent of Privileges*.—W. J. Munro, Morris.
- Farmers' Institute*.—O. C. Gregg, Minneapolis.
- Grounds*.—E. W. Randall, Hamline.

STANDING COMMITTEES.

- Executive*.—Chambers, McGinnis, Cosgrove.
- Reception*.—McGinnis, Watson, Cooley, Liggett.
- Auditing*.—Elliot and McGinnis.
- Gates*.—Cosgrove, Letson, Chambers.
- Transportation*.—McGinnis, Liggett, Elliot.
- Awards and Diplomas*.—Cooley, Letson, Watson.
- Racing and Attractions*.—Letson, Chambers, Cosgrove, Liggett.
- Music*.—Chambers, Cooley, Watson, Elliot.
- Advertising and Printing*.—Liggett, Watson, Cosgrove.
- Privileges*.—Watson, Elliot, Liggett.
- Grounds and Water Supply*.—McGinnis, Cooley, Letson.
- Buildings*.—Liggett, Chambers, Elliot.
- Forestry*.—Cooley, Chambers, Elliot.
- Farmers' Institute*.—Liggett, Cosgrove, Elliot.
- Forage*.—Watson, McGinnis, Letson.
- Conference (G. A. R.)*.—Liggett, McGinnis, Chambers, Elliot.

SECRETARY'S REPORT.

Hamline, Minn., Dec. 10, 1896.

To His Excellency, Honorable David M. Clough, Governor of Minnesota:

As required by law, I have the honor to present herewith the annual report of the secretary of the Minnesota State Agricultural Society, including a record of the affairs of the society for the fiscal year ending Dec. 10, 1896, with the report of the State Board of Auditors.

The record for the year is one to which all friends of the society may point with pride. The fair was more than ordinarily successful, not only in attendance but in the variety and magnitude of its exhibits. For premiums \$12,350.02 has been paid; \$1,273.50 for purses, and \$3,513.82 for special attractions. All other items of expenses incident to the care of the grounds and buildings for the year and the holding of a great agricultural fair have been settled, together with several amounts of old indebtedness, and there is to-day the large cash balance on hand shown by the financial exhibit hereto attached and forming a part of this report. (Bills receivable, \$7,000; cash, \$6,122.75; total, \$13,122.75.)

More than a usual amount has been used for permanent improvements. The necessities in this direction have been and are still great. The buildings and fences were erected in 1885, and now begin to show the effects of age. The floor and supports of the exposition or main building were found to be dry rotted to such an extent as to make the building unsafe. These parts have been renewed this year at a cost of \$1,800. The race track was badly worn, nearly all of the good soil covering the subgrade being gone. Because of lack of funds, the track was used, uneven and out of condition as it was, but since the fair the track has been resurfaced, 8,500 yards of good, black loam being used in the work, at an expense of \$1,650. The grade has been corrected and the surface is now as good as careful work with good soil can make it, and the track is again the best in the Northwest, if not in the whole United States. Some new fence has been built and much more is needed.

Further grading has been done on the grounds and additional trees have been planted, the cost of which, with numerous other items of permanent improvement, has involved a total expense upon this account of \$4,559.

For the future many improvements and additions are needed. Buildings that answered the purpose of their construction ten years ago have been outgrown and are now insufficient. A new poultry hall and a new carriage building are needed, and a considerable addition should be made to the dairy hall. An amphitheater in which to show and judge live stock is another prime necessity. The present plan of showing and judging live stock in the open air, where it is impossible for more than a very few people to see and study the animals, robs the exhibition of much of its interest and value. I deem it my duty also to call general attention to the insufficient water supply upon the grounds and the consequent lack of fire protection for the many valuable buildings. In case of a serious conflagration, under present conditions, nearly if not all of the buildings upon the grounds would be at the mercy of the flames. An ample water supply should be provided. Some of these improvements can be made with funds now in the society's treasury; for others legislative assistance will be required. Attention is called to these requirements, believing that necessary assistance will not be withheld.

Although unusual efforts have been made on the part of the management to avoid all unnecessary expense, the amount of the expense account is larger than usual because of litigation in which the society has been involved. In 1891, an accident occurred in a ladies' race upon the track. Two horses fell, injuring each of the riders. The officers of the society do not believe that there is any liability on the part of the society because of the injuries sustained, and are contesting suits brought, not only to avoid the payment of the amounts involved, but to prevent, if possible, the establishment of a dangerous precedent. For further particulars attention is called to the report of Hon. Ira B. Mills, attorney for the society, published elsewhere.

Although, as shown by the report of the superintendent of gates, there was a large attendance at this year's fair, two causes which prevented the attendance from being much greater should be mentioned. One was lack of adequate transportation facilities; and the other, the weather. The street car facilities were wholly inadequate to the occasion, and during the early days of the fair especially, many thousands of people in both St. Paul and Minneapolis desiring to visit the fair grounds found it impossible to do so

because the cars could not accommodate them. On Tuesday the Great Northern Railway began running its trains from Minneapolis and on Wednesday from both Minneapolis and St. Paul, thus improving transportation facilities to a very great extent. It is hoped that, in the future, arrangements can be made so that there shall not again be a lack of adequate means of transportation. During the first four days of the fair the weather was pleasant, though much cooler than usual at that time of the year. On Friday morning the weather was threatening, and soon after noon a hard rain storm began, which continued until after the closing of the fair. The attendance from the time the rain began until the close of the fair was almost nothing. It is certain that lack of sufficient transportation facilities and the unfavorable weather of the last two days cut down the receipts of the society many thousands of dollars.

Each forenoon during the fair was spent by all visitors in viewing exhibits. Each afternoon a strong amusement program was carried out before the grand stand for those who cared to witness it. On Monday there was an exclusively bicycle program, including a mammoth parade, with a bicycle band, trick bicycle riding, racing, etc. For Tuesday, Wednesday, Thursday, and Friday, there were exciting trotting, pacing, and running races. For Saturday the press clubs of the cities of St. Paul and Minneapolis and the State Editorial Association prepared a varied and interesting list of amusements, but the program could not be carried out because of the rain. An unusual number of interesting special attractions were provided. T. R. Roddy's Indian village, with games of lacrosse and running races on the part of the Indians, attracted general attention. Sid Black, one of the most expert trick bicycle riders in the country, gave daily exhibitions. W. W. P., the noted gelding, holding the world's wagon record, 2:08 $\frac{3}{4}$, made an effort to lower the society's track record and his own world's record, and it is believed would have succeeded had the track been in better condition and the weather more favorable. Marion Mills, the beautiful pacing mare, having a record of 2:08 $\frac{1}{2}$, without a harness, driver, or prompter of any kind, appeared each afternoon and created much enthusiasm. The grand stand was filled to its utmost capacity during each afternoon, showing plainly that the varied and interesting program met with popular approval.

A review of the national guard by the governor and staff was planned and carried out on Thursday afternoon. The attendance that day was unusually large and the interest was intense. The thousands of visitors took evident delight in the proficiency in drill

and the accuracy in maneuvers on the part of the troops, and, as an object lesson upon the efficiency and strength of the state soldiery, the event proved to be of great importance.

The fair of the present year, like the preceding one, has been a clean one in every respect. The sale of intoxicating liquors was not permitted and all gambling devices were carefully excluded. There was no selling of pools, and objectionable features of every description were carefully barred. Pool boxes were relegated to the lumber room, and the betting ring at the grand stand was transformed into an excellent exhibition room and was made beautiful with a profusion of nature's choicest products from the fields, mines, forests, orchards, and gardens of the Northwest.

Unusual opportunities for usefulness presented themselves this year, and these the management labored unceasingly to improve to the fullest possible extent. The national encampment of the Grand Army of the Republic was held in St. Paul, and an encampment of the Knights of Pythias in Minneapolis the week of the fair, attracting many thousands of visitors from all parts of the United States, most of whom attended the fair. The comprehensive exhibits placed before them as object lessons upon the vast and varied resources of the state will, it is confidently believed, be productive of a largely increased immigration to the state and cause an increased investment of capital in our rapidly developing commercial enterprises. Knowing in advance of the unusual attendance expected, exhibitors came in unusual numbers, making a showing in the aggregate far greater than was ever seen upon the grounds before. The exhibits had many educational features and were of a character to exert a beneficial and stimulating influence upon all the industries of the state. For a detailed account of the exhibits, attention is respectfully called to the reports of the superintendents of the various departments, published elsewhere in this volume.

Notwithstanding the numerous needs, previously outlined in this report, the society is well equipped for the future. With the money on hand, some improvements can be made, liberal premiums and purses may be offered, and plans for a still greater fair in 1897 may be confidently made. With the prestige of past successes and the continued interest and support of the press and people, these annual exhibitions of "the agricultural, stock breeding, horticultural, mining, mechanical, industrial, and other products of Minnesota" will be more and more an active agent in the development, progress, and prosperity of the state.

Respectfully submitted,

E. W. RANDALL,
Secretary.

PROCEEDINGS

OF THE

ANNUAL MEETING

HELD IN ST. PAUL JAN. 14, 1896.

St. Paul, Jan. 14, 1896.

Pursuant to the published call, the Minnesota State Agricultural Society met at the state capitol in the senate chamber, at 10 o'clock a. m., Jan. 14, 1896. The meeting was called to order by President Weaver. The call was read by the secretary. The next business in order was the reading of the minutes of the last meeting, which, upon motion, was dispensed with.

A motion was made and seconded that a committee on credentials, one from each congressional district, be appointed by the president. The motion was carried, and the president appointed the following as such committee:

First district, N. S. Gordon; second, Dr. J. C. Curryer; third, H. Ames; fourth, J. G. Bass; fifth, George W. Baird; sixth, C. L. Goodell; seventh, W. M. Curtis. After receiving the credentials, the committee retired.

On motion, the secretary's report was read, after which the treasurer submitted his report. Upon motion of Frank Warner of Carver, the secretary's and treasurer's reports were adopted.

Professor Shaw of the State Experimental Station was called upon to address the meeting. His subject was the organization of live stock associations in the State of Minnesota. He stated the necessity for such organizations and the benefits to be derived therefrom. He said the governor had given the use of a room in the capitol for the purpose of organizing. He called a meeting at 7:30 in the evening, and earnestly invited all having the matter at heart to attend.

On motion, a recess of ten minutes was taken. It was moved, seconded, and carried that a committee on transportation be appointed. Mr. George H. Hazzard was appointed as such committee.

Mr. McGinnis, secretary of the Commercial Club, then announced that there would be an informal reception held at the Commercial Club from four o'clock till six, which all delegates and officers were cordially invited to attend. On motion, the invitation was accepted.

An inquiry was made as to whether the representatives of a society would be entitled to cast the whole vote of the society, or entitled to cast only the vote represented by the members present. After discussion, the matter was left until after the report of the committee on credentials had been heard. On motion, a recess was taken until 1:30 p. m.

At 1:30 the meeting was called to order by the president, and the committee on credentials made the following report:

Your committee have carefully examined the credentials of the several delegates, and feel that many things have been omitted that should give the committee the necessary information to act intelligently or satisfactorily. In some cases three delegates are named by the secretaries of the local society. other cases where the president, secretary and treasurer have each named delegates; others where one delegate is named to represent two, three, or more fairs; and still others without the signature of any of the officers of the local association.

After thoroughly considering our duties as a credential committee, we beg to submit the following for the action of this meeting and for all future annual meetings of this State Agricultural Society:

First—That each county or other recognized society shall make a report to the state society on or before January 1st of each year, as to what dates they held their fair or exhibition, and what amount of money was paid out for their several classes of premiums respectively.

Second—That race meetings without agricultural and other exhibits shall not be considered as fairs entitled to representation at our annual meetings.

Third—That a committee be appointed to prepare a regular printed form to be supplied to the several societies entitled to representation, and properly filled out by the required officer of the association, to entitle such society to representation at the annual meeting of our state society, or to be entitled to the state appropriation.

Fourth—That all delegates must represent some one particular society, and must be bona fide residents of the county where such fair or exhibition or meeting is held.

Fifth—That it shall be the duty of the secretary of the state society to provide the several societies with the printed forms, that the annual meeting of this state society may be more uniform and complete for the improvement of our general agricultural fairs.

Sixth—That only the several delegates selected, or those with duly executed proxies, and life members, *in person only*, be recognized as entitled to vote at our annual meeting.

Seventh—That, as life members are not required to pay an annual membership fee, delegates should not be required to pay the usual one dollar per vote, and we, therefore, advise that the annual fee be abolished hereafter.

All of which we submit for the careful and candid consideration of this representative body of the great State of Minnesota.

N. S. GORDON, Chairman.

W. M. CURTIS.

C. L. GOODELL.

HENRY AMES.

C. W. BAIRD.

J. G. BASS.

J. C. CURRYER.

Mr. A. T. Stebbins of Rochester moved, that, in so far as this report was applicable under the law, it be adopted for the regulation of this association from this time forth.

After discussion, it was moved and seconded to strike out the word "this," making the report apply to future meetings of the society. The report was then adopted, and the names of the delegates entitled to votes read, which were as follows:

Aitkin county, Warren Potter, 3 votes; Blue Earth county, Dr. J. C. Curryer; Brown county, Jacob Klassner, 1 vote, Fred Madden, 2 votes; Carlton county, C. L. Goodell, 2 votes, J. Adam Bede, 1 vote; Carver county, Frank Warner, A. L. Skoog, John Hebeisen; Chisago and Pine counties, G. H. Markham, 1 vote, J. J. Flynn, 2 votes; Cottonwood county, F. Carpenter, L. J. Robinson; Dakota county, Albert Whittier, A. C. Bruce, A. S. Bradford; Dodge county, Melvin G. Smith, A. E. Anderson, A. A. Culver; Douglas county, M. W. Hicks, J. H. Letson, W. B. Mittson; Faribault county, F. W. Temple, S. P. Child, F. A. Squires; Faribault County Agricultural and Joint Stock Association, A. H. Bullis, 3 votes; Fillmore county, W. A. Miller, A. L. Long, W. P. Durst; Freeborn county, D. K. Stacy, 3 votes; Goodhue county, Sid B. Barteau, S. B. Scott, John Gorman; Grant county, T. C. Hodgson, 3 votes; Isanti county, H. F. Barker, 3 votes; Le Sueur county, L. Quackenbush, James O'Donnell, M. W. Grimes; Tracy District Fair Association, W. R. Edwards, John A. Hunter, B. S. McArthur; Mille Lacs county, R. F. McClellan, A. Neubert, C. H. Rines; Mower county, H. W. Lightly, N. S. Gordon, Henry Birkett; Murray county, Neil Currie, 3 votes; Murray County Agricultural and Mechanical Fair Association, Peter Erickson, 3 votes; Nobles county, Daniel Shell, 3 votes; Norman county, D. C. Lightbourn, 3 votes; Olmsted county, A. T. Stebbins, 1 vote; Pine county, Dr. C. A. Kelsey, 3 votes; Pipestone county, C. W. Gilmore, 3 votes; Thirteen Towns Fair Association (Polk and Norman), O. L. Larson, 6 votes; Renville county, Chas. Kenning, 3 votes; Rice county, W. E. Moses, D. J. Ferguson, Leonard Johnson; St. Louis county, J. E. Cooley, 3 votes; Steele county, James A. Harris, C. J. Kinyon, M. S. Alexander; Stevens county, C. L. Brown, 3 votes; Swift county, W. M. Curtis, W. F. Wilcox, J. W. Clark; Todd county, W. E. Lee, 1 vote; Waseca County Agricultural, Mechanical and Industrial Association, Allen S. Hawks, John Diedrich, John Keeley; Minnesota State Dairyman's Association, Henry Ames, 1 vote; Minnesota Butter and Cheese Makers' Association, D. B. White, 1 vote; Minnesota State Horticultural Society, J. M. Underwood, 1 vote; State Forestry Association, S. M. Owen, 1 vote; State Beekeepers' Association, J. P. West, 1 vote; and all life members.

The next business in order was the payment of membership fees, and \$107 was received.

A motion was made that the society recommend that the state legislature pass a law prohibiting any county from receiving more than one apportionment of the state funds. On motion, the debating of this question was postponed until after the regular business of the meeting should have been settled.

A motion was made that the report of the committee on credentials be adopted. A discussion then arose as to whether Faribault Driving Park and Agricultural Society be allowed to vote. It was moved that the motion to adopt the report of the committee on credentials be amended, allowing Polk county nine votes, and that the Faribault society be allowed to vote. President Weaver stated that the question of the representation of Rice county

would be decided first, and a motion was carried allowing the delegates from this county to vote.

A motion was then made that the three societies in Polk county be allowed representation, which motion was lost. The report of the committee on credentials, with the exception of Polk county, was adopted.

A motion was made, seconded, and carried that the Polk county question be left open until Mr. O. L. Larson, the delegate from that county, might have an opportunity to present its claims.

Mr. Hazzard, the committee on transportation, reported that the passenger agents would honor the secretary's certificate.

A motion was made that the meeting proceed to the election of officers for the ensuing year.

President Weaver then delivered the following address:

As president of this association I am expected to deliver an address, but I shall not do so for many reasons, the principal of which are, first, I cannot say anything that will interest you, and, second, that I am a very busy man and have had no time to prepare one.

You are here to review the work of this association and to outline its work the coming year by the election of officers. So far as I am concerned personally, I do not claim any more credit than any other one man of the ten or eleven who have assisted in conducting the affairs of the society. To every member of the board the society owes as much as to myself. They have all worked hard, early and late—did well; no fault to find with anything they have done. If they say the same of me, I am satisfied.

The fair this year was a success. There are a few items of expense counting against us you may not have found in the reports, such as attorneys fees, attachment and purchase of the grand stand chairs, which the association supposed it owned, but were attached as property of Frank Shaw. Five or six hundred dollars gone in this way, and taking it all in all we are very well satisfied.

The society is now upon a good foundation. This last year, with the assistance of the legislature, we were enabled to eliminate all objectionable features, and we, every one of us, did what we could to enforce the law. Errors will creep in, but everything was carefully and closely watched.

So far as pool selling was concerned, it has been demonstrated that that feature is not necessary. Cutting it off has given away a large revenue—six to eight thousand dollars. This year everything was excluded, even to a cane rack privilege which could have been sold for one hundred dollars. That could scarcely be called gambling, but it was in our line to keep it out.

Whoever is elected to-day ought to carry out our work, as I believe all desire it.

One thing I want to call attention to, as was suggested during the fair by some St. Paul man, and this is a county building for each county. It could be made a great feature. Exhibits are bound to come each year for which there is no room. I do not know that this can be accomplished, but it might be done by private subscriptions, if not otherwise.

I would like also to say that the country newspapers should be patronized by the incoming administration. Of course, I realize how difficult it would be to distribute the amount of money used for advertising purposes so as to get the papers to do much, but the society has money this year to do with, and it should be done. The city papers did a great deal of work for us. We had more free advertising than any fair ever held in Minnesota, and that everybody fully appreciates.

Now, to the election of officers. The southern part of the state has three members, president and treasurer. These two cities, one each. The northern part of the state, three members and secretary. So far as I am concerned, I have been three years vice president, one year as president, connected with the association four or five years, and you need not consider me a candidate for reelection. There are plenty of good men who would like this office better than I am, and men who can devote their time to it. I have no fault

to find. My connection has been pleasant, and in retiring I thank my friends for honors given me.

Colonel Stevens made a motion that the meeting reëlect the present president for another year. Motion was seconded. A motion was made, seconded and carried, that the secretary be instructed to prepare a ballot and cast it in favor of Mr. Edgar Weaver as president for the next year.

Mr. Weaver then said: "I did not tell you I was not a candidate to have you say anything flattering or to have you elect me. I am a busy man. I have not time to spare for anything. Every minute's time that I gave last year was out of rest; time when I ought to have been resting. It seems to me that the thing for this society to do is to select some one who has plenty of time, and who would give his time. The lines are laid down and the business is now on a solid foundation. You do not have to watch it, and, at the same time, it requires work, and work just at the season of the year when I have no time to give to anything."

Mr. C. N. Cosgrove moved that the meeting take up the Polk county matter. Mr. Larson reported that the Polk and Norman County Fair Association held a meeting in 1895, and that they received from the state \$203.39 and paid out \$228.50; that the Northern Minnesota Agricultural and Driving Association received \$203.39 and paid out \$275.

Motion was made that the report of the committee on credentials be adopted, allowing Mr. Larson three votes.

Motion to amend was made that the Thirteen Towns Fair Association be entitled to representation. Motion lost.

A motion was made by Mr. E. D. Childs of Crookston that Mr. Larson be allowed three votes for the Thirteen Towns Fair Association and three votes for the Polk and Norman County Fair Association. Motion seconded and carried.

Vice President Wyman Elliot was nominated as first vice president for one year, to succeed himself, and a motion was made that the secretary cast the ballot of the society for Mr. Elliot, and he was declared duly elected as first vice president for one year.

Vice President D. R. McGinnis was nominated as second vice president for one year, to succeed himself, and on motion the secretary was instructed to cast the ballot of the Society for Mr. McGinnis, and he was declared duly elected as second vice president for one year.

Mr. A. T. Stebbins of Rochester nominated Mr. E. P. Watson of Morris as a member of the board of managers, to succeed himself. Col. W. M. Liggett seconded the nomination of Mr. Watson. On motion, the secretary cast the ballot of the society for Mr. Watson, and he was declared duly elected as manager for three years.

Mr. J. J. Furlong of Austin nominated Mr. Henry Birkett of Mower county as a member of the board of managers to succeed himself (Mr. Furlong).

Mr. A. P. Hendrickson nominated Mr. C. P. Goodrich of Dodge county to succeed Mr. Furlong.

Mr Birkett's nomination was seconded by Mr. N. S. Gordon of Austin.

Mr. Joseph Roche of Northfield was nominated by Mr. T. C. Hodgson and seconded by Mr. Norrish.

Mr. J. Adam Bede nominated Mr. J. E. Cooley of Duluth, which nomination was seconded and indorsed by Wm. E. Lee, Dr. C. A. Kelsey, Mr. E. G. Potter, and others.

Mr. C. W. Gilmore of Pipestone nominated Mr. J. B. Bernard of Pipestone county, and Mr. Henry Ames nominated Mr. Geo. T. Short of Faribault, seconded by Dr. N. S. Erb.

Upon a ballot being taken it was found that Mr. Cooley had received 79 votes; Mr. Birkett, 21; Mr. Short, 14; Mr. Bernard, 12; Mr. Goodrich, 10; Mr. Roche, 7.

Mr. Cooley was declared duly elected, and, on motion, the vote was made unanimous.

The following resolution was then presented:

St. Paul, Minn., Jan. 14, 1896.

Resolved, That we heartily indorse the action of State Dairy and Food Commissioner Berndt Anderson, in the stand he has taken in the enforcement of Minnesota dairy and food laws relating to the seizure and sale of oleomargarine in this state.

On motion, duly seconded and carried, this resolution was adopted.

C. L. Goodell of Barnum made a motion that a committee be appointed to draft a bill to be approved at the next annual meeting of the society, and, if approved, to be presented to the next legislature, providing for the abolishment of the present manner of electing the board of managers, and providing that instead of six members being elected at the annual meeting that each congressional district name a candidate on the board and that two members be chosen at large.

Mr. A. T. Stebbins suggested that the president be an ex-officio member of this committee. Motion was duly seconded and carried.

The following were recommended for life membership: E. J. Graham, assistant dairy commissioner; J. J. Furlong of Austin; L. K. Stone of St. Paul; Dr. J. C. Curryer of Mankato; H. R. Denny of Minneapolis; Jule Lawrence of North Dale; and L. H. Prosser of Wykoff.

On motion the society adjourned sine die.

Ryan Hotel, St. Paul, Jan. 21, 1896.

The board of managers met in accordance with law. The roll call showed the following members to be present: Vice Presidents Elliot and McGinnis, Managers Cosgrove, Chambers, Liggett, Letson, Watson, and Cooley. Absent—President Weaver. The minutes of the previous meeting of the board of managers were read, corrected, and approved.

The revision of the premium list for 1896 was then considered. In accordance with the recommendations of Superintendent Chambers, the classification and premiums in Division A for 1895 was adopted for 1896, with the following exceptions: Classes 8 and 9 were consolidated. Class 5 to include Cleveland Bay and English Coach. Class 7 to include German and French Coach. Classes 3 and 4 were left open for further consideration.

Upon recommendation of Superintendent Liggett, the premiums and classification in Division B for 1895 were adopted for 1896, with the following exceptions: In breeders' stake, class 35, the word "eight" to be stricken out, and the word "six" to be inserted instead. The words "of any

age" to be stricken out, and the words "two years old or under" to be inserted instead. The first premium for Jersey and Holstein herds to be \$100 each; the first premium for Guernsey and Brown Swiss herds to be \$75 each. Lots 49 and 50, and 59 and 60 to be stricken out. A class to be added for Ayrshire cattle, classification to be the same as for Red Polled and Devons. Authority is given to the superintendent of the division to add "herd" and "get of sire" prizes if competition in these classes is secured.

Upon the recommendation of Superintendent Letson the premiums and classification in Division C for 1895 were adopted for 1896, with the following changes: The word "sweepstakes" to be stricken out, and the word "flock" to be inserted instead. A flock to mean one ram, any age; one ewe, two years old or over; one ewe, one year old and under two; one ewe lamb, under one year old. A sweepstakes prize to be added in each class for one ram, any age, \$5; one ewe, any age, \$5. The following addition to be made to class 43 (Shropshire Down): "Best flock owned in Minnesota, first, \$20; second, \$10; best ram, any age, \$10; best ewe, any age, \$10." Classes 46 and 47 to be left open for competition to Minnesota breeders only.

The premium list and classification for 1895 in Division D, swine, was adopted for 1896 without change.

The premium list and classification in Division E, poultry, for 1895, was adopted for 1896, after striking out paragraph 6 of the rules governing the exhibit. It was also decided to require exhibitors of poultry to furnish feed for fowls upon exhibition.

The premiums, classification, and conditions of 1895 for Division F, dairy products and requisites, were adopted for 1896 without change.

Upon motion, Superintendent Elliot was authorized to revise premiums and classification in Division G, fruits and flowers, an addition of \$47.25 to be made in the total amount of money offered for fruits, and \$39.50 in the total amount of money offered for flowers.

The premiums and classification in Division H, honey, bees, and apiarian supplies, of 1894 was adopted for 1896.

Upon motion, it was decided that class 76, sugar and syrup, be included in Division H.

Upon motion, Managers Cooley and Elliot and Secretary Randall were appointed a committee to revise the classification and premiums in Division J, vegetables, and an addition of \$50 in the total amount of premiums offered was authorized.

Upon motion of Manager Cosgrove, it was decided to offer \$700 for county exhibits, to be divided pro rata among all the counties competing, and the committee appointed to revise the premium list for this division was instructed to prepare a method of scoring these exhibits.

Upon motion, it was decided to offer \$50 for farm exhibits, the money to be divided pro rata among all the farmers competing; a method of scoring to be prepared by the committee named above.

Upon motion, it was decided to include exhibits of bread, cake, and canned goods with that of household fabrics.

Upon motion, it was decided to confine the miscellaneous exhibits to the main building, and that the dining hall be used for ladies' and art exhibits.

The secretary was instructed to compile a classification and list of premiums for the ladies' department after consultation with Mrs. Jewett, Mrs. Crosley, Mrs. Warner, Mrs. Mann, and Mrs. Hoopes.

Upon motion, duly seconded and carried, the secretary was instructed to compile the premium list for 1896 and to contract for the printing of ten thousand copies, upon as favorable terms as possible for the society.

A claim made by W. F. Smith for damages in connection with a lunch counter managed by him during the fair of 1895, after consideration, was refused.

Upon motion, duly seconded and carried, W. F. Cross was allowed \$83, balance claimed to be due him upon salary account.

The election of officers was then taken up. E. W. Randall was unanimously elected as secretary for the ensuing year. A. B. Moffatt was unanimously elected as treasurer.

Upon motion, duly seconded and carried, the salary of the secretary and treasurer and the amount of bond to be given by each, was fixed the same as during the preceding year.

The board adjourned.

The board of managers met at the Ryan Hotel, St. Paul, Minn., March 25, 1896, at 11 o'clock a. m. There were present President Ed. Weaver, Vice Presidents Elliot and McGinnis, and Managers Chambers, Cosgrove, Liggett, Letson, Watson and Cooley, and Secretary Randall.

Upon motion of Mr. McGinnis it was decided that no person shall have the right to occupy or transfer any space in any building, because of previous occupancy with an exhibit; also, that all space in buildings be assigned each year by the superintendent in charge.

A communication received from officers of the St. Paul Jobbers' Union, asking rebate of fifty dollars of the charge made for the occupancy of their building upon the fair grounds as a public, pay restaurant, by a church organization, during the last fair, was read and considered. The application for rebate was refused.

The following communication was read:

St. Paul, March 16, 1896.

Managers of the State Agricultural Society, Hamline, Minn.,

Gentlemen: The year that I was president of your society in 1892, I did not draw my salary for two reasons—first, I did not wish to establish a precedent, and, second, I did not then need it. Since then I have met with financial embarrassments and am now situated so that I am obliged to ask you to send me a check for the amount, with the assurance that your compliance with this request will be very greatly appreciated.

Yours very truly,

J. H. BURWELL.

Upon motion, unanimously carried, the application of Mr. Burwell for salary, \$250, was allowed and ordered paid.

The bond of the secretary for \$10,000 and the bond of the treasurer for \$25,000 was each presented, read, and, upon motion, approved.

Col. Clarke Chambers suggested, when the secretary spoke of the condition of the floor in the main building, that he could ask Architect Gauger to examine said floor and report its condition, and added that he believed Mr. Gauger would perform such service without charge. Colonel Liggett made a similar suggestion regarding Architect Aldrich. The board requested that both suggestions be carried into effect by the gentlemen making them.

General Mason and Hon. Albert Scheffer appeared before the board. Matters of mutual interest to the Grand Army encampment and the state fair were talked over. There were expressions of mutual good will and suggestions as to ways in which the two organizations could be mutually helpful. A G. A. R. conference committee was appointed, as follows: W. M. Liggett, chairman; D. R. McGinnis, Clarke Chambers, and Wyman Elliot.

Upon motion, unanimously carried, it was decided that the fair for 1896 should continue for one full week, opening Monday, August 31st, and closing Saturday, September 5th.

The following resolution was adopted:

WHEREAS, the present transportation between the city of Minneapolis and the state fair grounds is insufficient to meet needs and requirements, resulting in a lessened interest and attendance at state fairs and causing inconvenience, discomfort and loss of time to those wishing to visit the grounds; and whereas, a direct route, without change of cars between Minneapolis and the fair grounds is possible by easily constructed and short extensions to existing lines; therefore, be it

Resolved, That the Minnesota State Agricultural Society request the Twin City Rapid Transit Company to construct a line of track connecting the Como avenue line in Minneapolis with the line at St. Anthony Park and to operate the same as a continuous line between the city of Minneapolis and the state fair grounds.

An application to rent the office of the superintendent of the stock departments for residence purposes was rejected. The board decided, by motion unanimously carried, not to permit any of the exhibition or office buildings on the grounds to be used for residence purposes.

Upon motion, Vice Presidents Elliot and McGinnis and Secretary Randall were appointed a special committee on trees, with power to do whatever, in their judgment, is needed to properly care for the trees on the grounds.

Upon motion, classes 3 and 4 in Division A in the premium list were fixed the same as in 1895.

Upon the recommendation of D. R. McGinnis, the special offer of C. P. Howes & Co. of \$125 in premiums for goods made of silks handled by them was accepted.

The offer of D. R. McGinnis to write an article for publication in the farm papers of the country, upon the next state fair, and G. A. R. encampment and the unusual opportunity these events, in connection with low passenger rates, will afford the people of the country to visit Minnesota and inspect its products, was accepted.

The secretary read an announcement of the fair for 1896. Some changes were suggested, after which it was approved.

Superintendents of divisions for 1896 were appointed as follows:

- A. Horses—Clarke Chambers, Owatonna.
- B. Cattle—W. M. Liggett, Benson.
- C and D. Sheep and Swine—J. H. Letson, Alexandria.
- E. Poultry—Leslie Parlin, St. Paul.
- F. Dairy Products—Robert Crickmore, Pratt.
- G. Horticulture and Floriculture—Wyman Elliot, Minneapolis.
- H. Apilary and Honey—J. P. West, Hastings.
- J. Vegetables, Grain and Farm Products—J. E. Cooley, Duluth.
- K. Sugar and Domestic Products—J. E. Cooley, Duluth.
- L. Exposition Building—D. R. McGinnis, St. Paul.
- M. Woman's Exhibit—D. R. McGinnis, St. Paul.

Assistant Superintendent Woman's Exhibit—Mrs. Anna Cooper, St. Paul.
N. Machinery, Farming Implements and Carriages—Ed. Weaver, Mankato.

Gates—C. N. Cosgrove, Le Sueur.
Police—Clarke Chambers, Owatonna.
Forage and Privileges—E. P. Watson, Morris.
Assistant Superintendent Privileges—W. J. Munro, Morris.
Farmers' Institute—O. C. Gregg, Minneapolis.
Grounds—E. W. Randall, Hamline.

Standing committees were appointed as follows:

Executive—Chambers, McGinnis and Cosgrove.
Reception—McGinnis, Watson, Cooley and Liggett.
Auditing—Elliott and McGinnis.
Gates—Cosgrove, Letson and Chambers.
Transportation—McGinnis, Liggett and Elliot.
Awards and Diplomas—Cooley, Letson and Elliot.
Racing and Attractions—Letson, Chambers, Cosgrove and Liggett.
Music—Chambers, Cooley, Watson and Elliot.
Advertising and Printing—Liggett, Watson and Cosgrove.
Privileges—Watson, Elliot and Liggett.
Grounds and Water Supply—McGinnis, Cooley and Letson.
Buildings—Liggett, Chambers and Elliot.
Forestry—Cooley, Chambers and Elliot.
Farmers' Institute—Liggett, Cosgrove and Elliott.
Forage—Watson, McGinnis and Letson.
Conference G. A. R.—Liggett, McGinnis, Chambers and Elliot.

As requested by Colonel Liggett and Secretary Randall, Professor Aldrich examined the floor and supports of the main building, and on April 25, 1896, made the following report:

Col. W. M. Liggett, St. Paul, Minn.,

Dear Sir: After a careful inspection I beg to submit the following regarding floor of main building at state fair grounds, Hamline, Minn.:

The floor under dome and under the greater portion of three wings is in a very weak condition, due to decay of timbers, including posts, girders and joists; also, in many places, near posts especially, the floor boards are decayed with dry rot. The joists are in some places ready to fall to pieces, and to crumble into powder in the fingers. The lower end of many of the posts supporting roof are also badly eaten with dry rot fungus. In the west end of the west wing and in places along sides of north and south wings the fungus growth is not so advanced. The east wing floor has been relaid with new posts, girders and joists, using the old floor boards, and is in very good condition, perfectly safe for any crowd that may be forced in there. Will sustain a load of 175 pounds per foot with a factor of safety of six.

In consideration of the above mentioned condition, I beg to recommend that:

The floor under dome and under greater portion of north, south and west wings be taken up and relaid, using new posts, girders and joists. The floor boards can nearly all be used again.

The decayed parts of roof posts should be replaced by new timber being spliced under them.

The timbering under parts of wings where floor is not removed should be carefully inspected, and where decayed be replaced by new or by sound timber that is in use as repairs to present floor which is to be removed.

Very respectfully yours,

CHAS. R. ALDRICH.

Being thus satisfied of the unsafe condition of the building, a contract was made with P. J. Hamstrom, a competent builder, to renew all of the floor, joists, timbers and supports of the building, the price agreed upon being \$1,800. which work has been carefully done.

May 24, 1896.

The committee on racing and attractions, as authorized by the board of managers, prepared and adopted the race programme as follows:

PROGRAM.

TUESDAY, SEPTEMBER 1ST.

No. 1.	2:19 Class, trotting, purse.....	\$480
No. 2.	2:12 Class, pacing, purse.....	540
No. 3.	2:34 Class, trotting, purse.....	480

WEDNESDAY, SEPTEMBER 2D.

No. 4.	2:35 Class, pacing, purse.....	\$480
No. 5.	2:24 Class, pacing, purse.....	480

THURSDAY, SEPTEMBER 3D.

No. 6.	2:13 Class, trotting, purse.....	\$600
No. 7.	2:16 Class, pacing, purse.....	540
No. 8.	2:27 Class, trotting, purse.....	480

FRIDAY, SEPTEMBER 4th.

No. 9.	2:45 Class, trotting, purse.....	\$480
No. 10.	2:20 Class, pacing, purse.....	480
No. 11.	2:23 Class, trotting, purse.....	480
No. 12.	Free-for-All, pacing, purse.....	600

Running Races for Good Purses Daily.

CONDITIONS.

Entries close July 1st, at 8 p. m., when horses must be named.

Five to enter and three to start.

No entrance fee required until August 15th.

Right of substitution given until August 15th.

Records made after July 1st no bar.

One horse may be entered in two classes and be held for but one entry if started in one class, but will be held for both if started in neither.

Two horses may be entered in one class and be held for but one entry if one horse starts, but will be held for both if neither start.

Three per cent entry fee (of the full purse, \$480, \$540, or \$600) paid August 15th will entitle all to start without further payment. Money winners will be charged 7 per cent additional.

Money divided 50, 25, 15 and 10 per cent.

Each class will end in three heats.

Each class of \$480, 540 or \$600 will be divided into three races. Each race for one-third of the advertised purse.

Each heat will be a race.

Each horse entered will be required to start in all three heats or races, unless the secretary is notified to the contrary the night before the race.

EXAMPLE OF THE RACE.

Free For All Pace—Purse, \$600.00.

Colbert, ch. h.....	1-6-4.....	wins \$120.00
Badge, br. g.....	2-4-1.....	" 170.00
Chamois, b. g.....	3-3-dis.....	" 60.00
La Belle, b. m.....	4-1-dis.....	" 120.00
Ithural, b. h.....	5-2-3.....	" 80.00
Vera Capel, bl. m.....	6-5-2.....	" 50.00

Time: 2:10½, 2:09, 2:08¾.

\$600.00

All money received for entries above eight will be divided equally between third, fourth, fifth and sixth horses, provided all are in the race at the finish of the class (three heats).

Old distance rules govern.

Only first money paid to horse distancing the field or any part of it.

The association reserves the right to declare races off if bad weather prevails.

American Association rules to govern all harness races, except as above provided.

Ryan Hotel, St. Paul, June 27, 1896.

The board of managers met at 11 o'clock a. m. There were present President Ed. Weaver, Vice Presidents Wyman Elliot and D. R. McGinnis, Managers C. N. Cosgrove, W. M. Liggett, J. H. Letson, E. P. Watson and J. E. Cooley, Treasurer A. B. Moffatt, and Secretary E. W. Randall.

The minutes of the last meeting were read and approved. Upon motion, duly seconded and carried, it was decided to use the pool room annex to the grand stand for exhibition purposes, and the secretary was instructed to make necessary additions and repairs as economically as possible.

A motion was made that the forestry exhibit be placed in the exhibition part of the grand stand. Motion carried.

Upon motion, duly seconded and carried, the secretary was instructed to make the best arrangements possible with Mr. Storey for repairing lightning rods upon the grounds.

Upon motion, duly seconded and carried, it was decided to continue the membership of the society in The American Trotting Association for 1896.

A check, signed by the officers of the Minnesota Driving Club, for \$300, was presented, with the request that it be accepted by the board as payment in full of the rent account of the club for 1896. Upon motion, duly seconded and carried, the check was accepted in full of rent account as above indicated.

The request of the Page Woven Wire Fence Company that complimentary tickets be issued to all the agents of said company in the state to the next fair was read and was refused. Upon motion, it was decided to give complimentary tickets only to the necessary help employed by the Page Woven Wire Fence Company to care for their proposed exhibit.

Secretary Danforth of the Commercial Club of Minneapolis appeared before the board and requested that recognition of the evening events being prepared by the Carnival Association of Minneapolis for fair week be given in state fair advertising. Upon motion by Mr. McGinnis, duly seconded and carried, the request was granted.

A proposition from The Southern Inter-State Immigration and Industrial Association for making an exhibit of Southern resources at the fair was read. Upon motion, duly seconded and carried, it was decided to offer the association above mentioned necessary space for their exhibit and complimentary tickets for the help necessarily connected with it. Anticipating further correspondence in regard to this matter, a committee, consisting of Messrs. Weaver, Liggett, McGinnis, Elliot and Randall, was appointed, to which such further correspondence may be referred.

Upon motion, seconded and carried, the secretary was instructed to engage Smith B. Hall as press agent and to assist the secretary in advertising and working up an interest in the fair, from July 5th to September 5th, at the rate of \$100 per month; Mr. Hall to give his entire time to the work of the society and his term of service to be terminated whenever his services were not satisfactory to the board.

It was moved, seconded and carried that the insurance policies upon the boilers upon the fair grounds be renewed.

A committee representing the press clubs of the cities of St. Paul and Minneapolis and the State Editorial Association appeared before the board and requested that Saturday, September 5th, be designated as "Newspaper Day," and that the press clubs and editorial association above mentioned be permitted to furnish the grand stand program and take the grand stand receipts for that day, and that no complimentary tickets be issued by the society to the grand stand for that day. Upon motion, duly seconded and carried, the request of the press clubs and the State Editorial Association as above indicated was granted. Messrs. Liggett and McGinnis and the secretary were appointed a committee to confer from time to time with the officers of the press clubs and the State Editorial Association upon matters of mutual interest.

Upon motion, seconded and carried, the secretary was instructed to build a new fence along Langford avenue from the Minneapolis gate to the Experimental farm. It was ordered that the fence be made seven feet high, and that there be four feet of Page woven wire fence at the bottom, with three feet of barbed wire at the top.

A representative of Deere & Webber Co. came before the board and offered to pay \$1,000 to the Minnesota State Agricultural Society upon condition that Monday, August 31st, be designated as "Deere & Webber Co. Bicycle Day," and that the officers of the society prepare and carry out a bicycle program upon that day, the cost of which in music, purses and prizes shall not be less than \$1,000. Upon motion, duly seconded and unanimously carried, the above proposition was accepted.

Upon motion, seconded and carried, it was decided to offer Professor Budd of Ames, Iowa, twenty-five dollars to cover his expenses in making an attractive exhibit of a large number of Russian apples.

Upon motion, seconded and carried, the secretary was instructed to prepare a program for "Deere & Webber Co. Bicycle Day." It was suggested that it would be well to confer with some of the prominent officers of cycle clubs in the two cities and with Deere & Webber Co.

Vice President McGinnis stated that numerous communications had been printed by Eastern farm papers and requested that \$100 be appropriated to be used by him in advertising the Minnesota state fair in farm papers above referred to. Upon motion, seconded and carried, \$100 was so appropriated.

The secretary was instructed to write letters of information in regard to the fair to all of the papers in Iowa, Wisconsin and Illinois, and to some of the prominent papers in Indiana, Ohio and other states.

Upon motion, seconded and carried, the days of the fair were designated as follows:

Monday, "Deere & Webber Co. Bicycle Day."

Tuesday, "St. Paul Day."

Wednesday, "Grand Army of the Republic Day."

Thursday, "Minneapolis Day."

Friday, "Farmers' Day."

Saturday, "Newspaper Day."

A communication from Superintendent O. C. Gregg of the Farmers' Institute was read, giving a number of reasons why it would be difficult to have a successful farmers' institute upon the fair grounds this year, difficulty in securing tents, etc. Upon motion, seconded and carried, it was decided not to hold a farmers' institute during the fair this year.

Upon motion, seconded and carried, it was decided that to all coming with tents and wishing to camp during the fair, ground room be furnished.

Upon motion, seconded and carried, J. O. Barrett, secretary of the State Forestry Association, was requested to take charge of the forestry exhibit, set it up and arrange it in the new location provided for it, and take care of it during the fair; necessary help to be provided, and he to be paid the sum of fifty dollars for his services.

Treasurer A. B. Moffatt reported the lack of protection for his office and the funds of the society during the fair. Upon motion, seconded and carried, the treasurer and secretary were instructed to fit up the office as requested by the treasurer, the total expense not to exceed \$100.

Upon motion, seconded and carried, the secretary was instructed to secure balloon ascensions for three days of the fair, upon the best terms possible.

Upon motion, seconded and carried, the secretary was instructed to secure a magic lantern in each city, to advertise the fair during the week of the fair.

Upon motion, seconded and carried, the secretary was instructed to buy 200 horse covers at forty-five cents each, upon which shall be printed an advertisement of the fair.

Upon motion, seconded and carried, it was decided to use coupon complimentary tickets, similar to the ones of one year ago.

Upon motion, seconded and carried, the secretary was instructed to order a sufficient quantity of posters, hangers and cloth banners with which to advertise the fair. It was decided that the posters and hangers should be printed upon yellow paper in red ink.

Upon motion, seconded and carried, the secretary was instructed to purchase necessary tickets for the fair, after conference with Mr. Cosgrove, superintendent of gates, and with Mr. Moffatt, the treasurer.

As instructed by the board of managers, the secretary, after consultation with Deere & Webber Co. and officers of prominent cycle clubs in the two cities, prepared a programme for "Deere & Webber Co. Bicycle Day," as follows:

DEERE-WEBBER BICYCLE DAY—MONDAY, AUG. 31, 1896.

CLUB CONTESTS.

1. **Largest Uniformed Club, either Social or Racing.**

First Prize—Prize cup.....	\$40.00
Second Prize—Silver water pitcher.....	20.00
2. **Best Drilled Club. (Not less than twenty-five members.)**

First Prize—Deere-Webber club pennant.....	\$40.00
Second Prize—Plaster cast "Wrestlers".....	25.00
3. **Most Attractive Uniformed Club. (Not less than twenty-five members.)**

First Prize—Water set.....	\$40.00
Second Prize—Fine cigar box.....	18.00

LADIES' CONTESTS.

4. **Most Attractive Uniformed Club Composed Exclusively of Ladies. (Not less than 12 nor more than 24 members.)**

First Prize—Deere medal for each member of club.....each,	\$2.00
Second Prize—Belt buckle for each member of club.....each,	1.00
5. **Lady Appearing in the Most Attractive and Best Bicycling Costume.**

First Prize—Moline special bicycle.....	\$50.00
Second Prize—Sterling silver mounted belt.....	15.00
Third Prize—Pair kid bicycle gloves.....	3.00
6. **The Most Graceful Lady Riding a Bicycle, Costume to be considered.**

First Prize—Deere Roadster.....	\$75.00
Second Prize—Pearl opera glass.....	15.00
Third Prize—Pair kid gloves.....	3.00

CONDITIONS.

An entry fee of five dollars will be required of each club competing. Entries close August 26th. Tickets will be sent to club officers for each club member upon receipt of entry, with fee, and number of club members. Clubs in Minnesota are eligible to admission; and clubs in states not more than fifty miles removed from the boundary line of the state.

Tickets of admission will be issued to all parties entering. An entry fee of fifty cents will be required from each lady competing for prizes to be given for the best lady's costume and the most graceful lady rider and riders in costume. Entries close August 26th.

RACE CONTESTS.

1. **One Mile Novice, Amateur. Three heats to qualify for final.**

First Prize—Overcoat.....	\$25.00
Second Prize—Suit of clothes.....	20.00
Third Prize—Deere sweater.....	3.00
Fourth Prize—Deere sweater.....	3.00
2. **Two Mile Tandem Race, Amateur.**

First Prize—Suit of clothes.....each	\$25.00
Second Prize—Seal skin caps.....each	7.50
Third Prize—Two Deere sweaters.....each	3.00
3. **Two Mile Handicap, Professional. Limit 100 yards.**

First Prize—Cash.....	\$100.00
Second Prize—Cash.....	50.00
Third Prize—Cash.....	30.00
Fourth Prize—Cash.....	20.00

4. Two Mile Handicap, Amateur, Limit 100 yards.

First Prize—Deere & Webber Co. medal.....	\$35.00
Second Prize—Suit of clothes.....	20.00
Third Prize—Deere sweater.....	3.00
Fourth Prize—Deere sweater.....	3.00

5. One Mile Juvenile Race, Open to boys under 16 years, Handicap limit 50 yards.

First Prize—Suit of clothes.....	\$10.00
Second Prize—Kodak.....	5.00
Third Prize—Deere sweater.....	3.00
Fourth Prize—Deere sweater.....	3.00

6. One-half Mile Open, Amateur.

First Prize—Overcoat.....	\$25.00
Second Prize—Suit of clothes.....	20.00
Third Prize—Pair of shoes.....	5.00
Fourth Prize—Deere sweater.....	3.00

7. One Mile Open, Professional.

First Prize—Cash.....	\$50.00
Second Prize—Cash.....	25.00
Third Prize—Cash.....	15.00
Fourth Prize—Cash.....	10.00

8. Five Mile Deere-Webber Derby, Amateur.

First Time Prize—Tailor-made suit of clothes.....	\$35.00
Second Time Prize—Overcoat.....	25.00
First Place Prize—Tailor-made suit of clothes.....	35.00
Second Place Prize—Overcoat.....	25.00
Third Place Prize—Suit of clothes.....	20.00
Fourth Place Prize—Seal skin cap.....	12.50

9. One Mile Fat Riders' Race, Weight must be 200 pounds or over.

First Prize—Solid silver headed cane.....	\$10.00
Second Prize—Silk hat.....	7.50
Third Prize—Box of cigars.....	5.00
Fourth Prize—Deere sweater.....	3.00

CONDITIONS.

Every competitor must fill this form with the particulars required; such statements as "Known" or "Known to the Handicapper," will not be accepted as equivalent for the information required. No exception will be allowed to this rule.

AMATEURS.—I hereby declare (1) That I am an amateur according to the definition of the L. A. W. and A. A. U. as follows:

"An amateur is one who never competed for cash prizes or gate-money, or who has not engaged in, nor assisted in, cycling or any other recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description; or one who after having forfeited the amateur status, has the same restored by a competent authority having jurisdiction over the sport." (2) That I will abide by the L. A. W. Rules of Cycling, and in case of any dispute or protest I will accept as final the decision of the L. A. W. Racing Board. (3) That the particulars given are correct.

PROFESSIONALS.—I hereby declare that I am a professional according to the L. A. W. definition, and that I will abide by the L. A. W. Racing Rules, submitting any protest or dispute to the decision of the L. A. W. Racing Board, and I agree to accept such decision as final.

Entry Fees.—Professionals, \$1.00 for each entry. Amateurs, 50 cents for each entry. Entries close August 25th. Entries refused unless accompanied by entrance fees in full.

Notice to Riders.

Races scheduled above are defined as follows:

AMATEURS.—Men who ride only in their own state or not over 100 miles from their legal residence, for prizes not exceeding \$35 in value, and who are not allowed any expenses whatever or payment from manufacturers or others.

An amateur must hold a permit to ride outside the 100-mile limit.

PROFESSIONALS.—All other riders; they may compete for cash prizes, or prizes of a greater value than allowed amateurs, but may not compete for a prize value of over \$100, unless special permission for greater prize values has been given this meet.

A novice is one who has never won a prize in a track race.

L. A. W. Rules Governing.

Sanctioned by L. A. W. Racing Board.

OFFICERS.

Referee—C. D. Velie.

Starters—J. A. Wirtensohn, Fred Carpenter, W. T. Hutchins.

Timers—R. F. Jones; Assistants—J. W. Jones, A. E. Nott, H. P. Watson, A. B. Choate.

Checkers—Geo. N. Peek, W. H. Fuller, Geo. P. Shutz, C. H. Button, J. H. Parry, Geo. W. Scott, H. B. Hanford.

Judges of Course—David Drehmer, John T. West, J. W. Thomas, C. C. Webber, S. J. Carpenter, W. E. Wheeler, C. S. Albert, Geo. N. Peek, D. M. Chute.

Clerk of Course—Harry T. Taylor.

July 18, 1896.

The committee on racing and attractions met at 11 o'clock a. m. at the Ryan Hotel in St. Paul. Present: President Weaver; Chairman J. H. Letson; Managers Chambers, Cosgrove, Liggett and Secretary Randall.

On motion of Colonel Liggett, President Weaver was authorized to arrange for a special race, for which \$2,000 to \$2,500 was to be offered, between Joe Patchen, Robert J. Badge or others in that class; also, to offer a \$1,000 purse for a 2:08 class pace, and another special for a three-year-old pace or four-year-old trot, for which a purse of \$480 is to be offered.

A proposition from T. R. Roddy of Black River Falls, Wis., for an Indian village was read and considered. Upon motion, Secretary Randall was authorized to arrange with Mr. Roddy for such an Indian village, with all the attractions enumerated in Mr. Roddy's letter, upon as favorable terms as possible.

A proposition from Sid Black, a trick bicycle rider, to give two performances each afternoon of the fair, at a total expense of \$125 for the week, was read, and, upon motion, accepted.

The secretary reported that the present pumping arrangements upon the fair grounds were insufficient to give a sufficient supply of water for the fair. Upon motion, the question of repairing or adding to the present pumping machinery was referred to Manager Cosgrove and Secretary Randall, with power to act.

Mr. D. M. Stewart, representing the Northern Pacific Railway Company, appeared before the committee and requested permission to extend one of the side tracks upon the fair grounds, so that the Northern Pacific exhibition car could be brought up to a line with the depot and the newspaper offices fronting the main street upon the grounds. Such permission was granted, subject to the approval of Manager Liggett and Secretary Randall, and upon condition that the Great Northern Railway consents to such extension, and

upon the further condition that such extension shall not interfere with present arrangements for unloading heavy machinery upon the fair grounds.

An application from the street railway company for permission to build a loop upon the state fair grounds on Langford avenue just east of the railway tracks upon the grounds was presented. Upon motion, permission was so granted, subject to the direction of the superintendent of grounds, and upon condition that the street railway company build the fence, provided with suitable gates, made necessary by the building of such a loop.

Upon motion of Mr. Cosgrove, duly seconded, it was decided to admit all children under twelve years of age to the fair grounds free of charge on Monday, August 31st; also, that all people entering the fair grounds on bicycles on Monday, "Deere-Webber Bicycle Day," be admitted for half the usual fee.

The secretary reported a conversation with Mr. L. N. Scott, of the Metropolitan Opera House in St. Paul, in which Mr. Scott expressed the wish to rent the fair grounds for the purpose of arranging a head-end collision between two railway trains, and for which rental he expressed a willingness to pay five per cent of the gate receipts upon the day such head-end collision should occur. Upon motion, duly seconded and carried, the secretary was authorized to lease the fair grounds for the purpose above indicated for any day that Mr. Scott might desire after the close of the state fair of 1896, for five per cent of the gate receipts, and upon the additional condition that all wreckage be removed and that all damage done to the grounds, buildings, fences or other property of the society in bringing off such an event be fully repaired by Mr. Scott.

At a meeting of the board August 27th, Vice President McGinnis reported the need of more show cases in the woman's building, and, upon motion, was authorized to secure the needed cases, upon the best terms possible.

Upon request of Leslie Parlin, superintendent of the poultry department, the use of the "Duluth Building" as an annex to the poultry hall was authorized.

The offer of the use of the St. Paul Jobbers' Union building was read, and, on motion, accepted. Upon motion, it was decided to use said building as an office for the president and secretary and headquarters for the board of managers during the fair.

The board authorized President Weaver to provide a special race, for a purse of \$480, if in his judgment it was needed.

The board authorized Colonel Liggett to make a separate class for Dutch Belt cattle.

Each superintendent reported the department in his charge in excellent condition for the opening of the fair.

At a meeting of the board September 2d, at the secretary's office, the treasurer was authorized to sell to Harry Frank 2,000 tickets at thirty-three and one-third cents each; said tickets to be sold by said Frank in the cities, off the street cars, the price to be maintained at fifty cents each.

At a meeting of the board held September 3d, at the secretary's office, Harry Frank appeared before the board and asked a rebate upon the admission tickets bought from the treasurer the day previous. Moved by Colonel Chambers, seconded by Mr. Cosgrove, and unanimously carried, that no rebate be allowed and that the society stand by the sale as originally made.

Mr. Kiehl of Rochester was awarded a special premium of ten dollars upon his fruit exhibit.

St. Paul, Minn., Sept. 30, 1896.

The board of managers met at the Ryan Hotel in St. Paul on Wednesday, Sept. 30, 1896, at 10 o'clock a. m.

A communication from A. S. Tallmadge, secretary St. Paul Chamber of Commerce, informing the board of a resolution recently passed by the chamber, was read. The resolution, which is as follows, was ordered spread upon the records:

WHEREAS, the Minnesota state fair, held during the week beginning August 31st, was the most successful in the history of the State Agricultural Society; and, whereas, owing to the large number of visitors in St. Paul during the season of the fair this year, who thereby gained a conception of the resources of Minnesota and the Northwest, it was desirable that this exposition should be the most complete of its kind; be it

Resolved, That the thanks of the chamber of commerce are hereby extended to the officers of the association for thoroughly appreciating the value of the fair to show visitors from all sections of the country the opportunities offered settlers in Minnesota, and in making this exhibition, so far as was permitted, symbolical of the resources of the state.

Upon motion of Mr. Elliot, seconded and unanimously carried, a vote of thanks was tendered the honorable mayor and the chief of police of the city of Minneapolis for valuable assistance in supplying competent policemen, free of charge, during the fair.

The following resolution, introduced by Mr. McGinnis, was considered, and upon motion, unanimously adopted:

Be it resolved, That the building known as the Northwestern Resources building on the state fair grounds shall be and is hereby set aside as a permanent exhibit and museum building, designed to display the agricultural, mineral and forestry resources of the Northwestern States of the Union. That as rapidly as practicable, a permanent museum and exhibit of this character be collected. That a committee of three, to be known as the "Committee on Museum" be named, whose duty it shall be to pass upon the admission of exhibits offered such museum; that space be assigned the different Northwestern States for their use, free of charge, during such time as the museum may be continued, and that such museum shall be opened one day of each week, when practicable and during the summer season, during the year, with free admission, except during the fair, and, in addition, to be opened each day during the time any state fair is held. No unusual expense is contemplated by this resolution.

J. O. Barrett, secretary State Forestry Association, appeared before the board, addressing them upon the advantage to the society and the state to be derived in carrying out the plan outlined in the above resolution.

Upon motion, duly seconded and carried, the sum of \$100 was ordered paid to the representatives of the State Editorial Association and the press clubs of the cities of St. Paul and Minneapolis, in settlement of expenses incurred and all claims of the above organizations relating to "Newspaper Day" at the recent state fair.

The following resolution was, upon motion, unanimously adopted:

Resolved, That the board of managers of the Minnesota State Agricultural Society hereby tender its thanks to Commissioners Pague and Devers of the exhibit of the Pacific Northwest Immigration Board, representing Oregon, Washington and Idaho; to Commissioner Hunter of the Boise City Mining Exchange, and Secretary Haines of the Idaho Immigration Association; to S. M. Emery of the Montana Agricultural Experiment Station, and Commissioner W. H. Southerlin of White Sulphur Springs; to Commissioner of Immigration C. B. Livermore and Secretary F. E. Elmendorf, representing the State of Washington; and the South Dakota and Minnesota commissioners who, by their active efforts, created an exhibit of the agricultural, mineral and forestry resources of their respective states, reflecting the highest credit upon their enterprise, and displaying to the best advantage the wonderful natural resources of these state.

Supt. D. R. McGinnis of the Northwestern Resources Building submitted his report, which was received, read and adopted. (This report will be found elsewhere in this volume.)

Correspondence was laid before the board by Colonel Chambers, indicating that C. P. Howes & Co., who had an exhibit in the main building, and who offered certain special premiums, had not paid the premiums offered in a satisfactory manner. Upon motion, duly seconded and carried, it was decided to deny this firm space for an exhibit next year.

Upon motion, duly carried, Mr. McGinnis and Secretary Randall were appointed a committee to investigate the matter of payment of premiums by the above named firm still further.

Upon motion, a resolution thanking the Jobbers' Union of the city of St. Paul for the use of their building upon the fair grounds during the fair, was unanimously passed.

The secretary reported that Prof. C. R. Aldrich acted as architect and superintendent for the society while repairs were being made upon the society's buildings during the summer, and that this service had been rendered without charge.

Upon motion, seconded and unanimously carried, a resolution thanking Professor Aldrich for the valuable and efficient service he had so generously rendered was adopted.

Upon motion, seconded and carried, it was decided to reoil the race track upon the fair grounds to the depth of eight inches. Upon motion, the secretary was instructed to employ W. R. Hoag, state topographer, as engineer during the progress of the work. The secretary was also instructed to advertise for sealed bids for doing the work, ten per cent of the amount of each bid to accompany the bid; the right to reject any or all bids to be reserved.

Upon motion, it was decided to open the bids thus advertised for on Tuesday, October 6th, at 11 o'clock a. m., and that at that time all members of the board who could should be present at the secretary's office on the fair grounds, to witness the opening of the bids and to award contract for doing the work.

A summons and complaint in the case of Villa Poole Jones vs. Minnesota State Agricultural Society was served on the secretary, and, upon motion, duly seconded and carried, the secretary was instructed to refer it to Judge Ira B. Mills for such action as the case may warrant.

A committee, John Espy, H. A. Castle, M. D. Flower, W. J. Footner, A. S. Tallmadge, C. W. Hackett and J. B. Sanborn, representing the Chamber of Commerce, appeared before the board, informing the board that the fol-

lowing resolution had been adopted by the chamber and stating the advantages which, in their opinion, would accrue to the agricultural society, the city and the state by carrying out the idea therein set forth.

Resolved, That a special committee of seven be appointed by the president, for the purpose of conferring with the G. A. R. association, of the state officials and the board of managers of the State Agricultural Society, in regard to the feasibility and practicability of an annual G. A. R. Day at the state fair and of having the same; also, a children's day with a "Living Flag."

Upon motion, the board concurred in the sentiment of the resolution of the chamber, and recommended that a suitable conference committee be appointed upon the reorganization of the board in January next.

Moved by Colonel Chambers, seconded by Mr. Cosgrove and unanimously carried, that the treasurer be instructed to set aside \$3,500 for the specific purpose of protecting the bondsmen from personal liability for the appeal in the Mamie Lane case, and that this money be loaned, on demand, upon ample security, so that it will be available for the above purpose only at any time.

Upon motion of Colonel Chambers, seconded by Mr. Watson, it was decided to give the state W. C. T. U. permission to erect a building, to be used by that organization at fair time as a headquarters, the site to be designated as soon as additional parts of the fair grounds have been laid out.

Upon motion, the treasurer was directed to loan \$5,000, upon demand, upon ample security, at as high a rate of interest as may be secured.

The special committee to whom was referred the matter of resurfacing the race track met at the office of the secretary upon the fair grounds at 11 o'clock a. m.

Bids for doing the work of resurfacing the track, according to specifications prepared by Engineer W. R. Hoag, were opened.

Bids were received as follows:

W. J. Marson & Co.....	23½ cents per cubic yard.
P. H. Thornton.....	22.9 cents per cubic yard.
T. A. and J. J. McCann.....	25 cents per cubic yard.
Cooper & Doubleday.....	24.8 cents per cubic yard.
Hill & Winston.....	19¾ cents per cubic yard.
John Fogelberg.....	18 cents per cubic yard.

Upon motion of Colonel Liggett, seconded by Mr. Cosgrove and unanimously carried, the contract was awarded to John Fogelberg, he to furnish a bond for \$1,500 to secure faithful performance of the work.

The sloping and grading of the high ground on the fair grounds along Langford avenue between the corner of Snelling avenue and the railway tracks was ordered done, and an agreement was entered into with John Fogelberg to do the work for the sum of \$150.

E. W. RANDALL,
Secretary.

FINANCIAL STATEMENT.

REPORT OF THE STATE BOARD OF AUDITORS, FOR THE YEAR ENDING DEC. 10, 1896.

St. Paul, Minn., Dec. 5, 1896.

To the Honorable, the Legislature of the State of Minnesota:

Pursuant to section 4, chapter 181, of the General Laws of one thousand eight hundred and eighty-seven, the undersigned board, created by virtue of said act, hereby respectfully submits the following report of the financial transactions of the Minnesota State Agricultural Society for the year ending Dec. 10, 1896, together with such other facts as we deem pertinent and bearing on the business affairs of the society.

D. M. CLOUGH, Governor.
W. H. ANGELL.
GEO. M. GILTINAN.
A. P. HENDRICKSON.

Date.	No. of	To whom and for what purpose issued.	Amount.
1895.	Order.		
Dec. 11.	2901	Ira B. Mills, expense.....	\$58.41
	2902	Wallace & Allard, forage and fuel.....	111.80
	2903	Geo. M. Giltinan, auditor, expense.....	10.00
	2904	W. W. Williams, auditor, expense.....	10.00
	2905	W. H. Angell, auditor, expense.....	10.00
Dec. 16.	2906	E. W. Randall, postage.....	10.00
	2907	Daisy Wallace, labor.....	65.00
Dec. 17.	2908	Ira B. Mills, expense.....	50.00
Dec. 18.	2909	M. Pearce, premiums.....	15.00
	2910	J. S. Harris, premiums.....	8.00
Dec. 31.	2911	Geo. L. Hendrickson, forage and fuel.....	48.00
	2912	B. Taylor, judge.....	3.00
	2913	J. L. Gray, judge.....	3.00
	2914	N. P. Aspinwall, judge.....	3.00
	2915	J. Fisher, labor.....	6.60
	2916	D. L. Wellman, labor.....	23.00
	2917	E. W. Randall, salary.....	165.00
	2918	M. Shelstad, labor.....	35.00
1896.			
Jan. 4.	2919	E. W. Hendrickson, forage and fuel.....	3.00
Jan. 11.	2920	W. F. Cross, bills payable.....	279.50
Jan. 15.	2921	J. C. Curryer, services.....	50.00
	2922	Ed. Weaver, bills payable.....	50.00
	2923	Chas. T. Fish, assistant superintendent.....	20.00
Jan. 18.	2924	John C. Wise, postage.....	20.00
Jan. 20.	2925	Daisy Wallace, labor.....	65.00
Jan. 21.	2926	W. F. Cross, balance on salary, 1894.....	83.00
	2927	E. P. Watson, expense.....	18.84
Jan. 21.	2928	T. J. Flemming, expense.....	10.00
Jan. 31.	2929	E. W. Randall, salary.....	165.00
	2930	M. Shelstad, labor, \$35; expense, \$5.77.....	40.77
	2931	Gardner Stevens, expense.....	10.80
Feb. 11.	2932	E. W. Randall, expense Mamie Lane case.....	56.91

Feb. 15.	2933	Daisy Wallace, labor.....	65.00
	2934	F. E. Newell, postage.....	50.00
	2935	E. W. Randall, expense Mamie Lane case.....	45.00
Feb. 17.	2936	Robert Herzog, expense.....	15.00
	2937	Wallblom Furniture Co., expense.....	5.00
Feb. 21.	2938	C. A. Zimmerman, expense.....	9.00
	2939	E. W. Randall, expense Mamie Lane case.....	25.00
Feb. 24.	2940	E. W. Randall, salary.....	170.00
	2941	M. Shelstad, labor.....	35.00
Mar. 5.	2942	Ira B. Mills, expense.....	33.72
Mar. 10.	2943	W. F. Cross, expense Mamie Lane case.....	383.90
	2944	D. K. Stacy, expense.....	20.40
	2945	J. V. Matthews, expense.....	25.56
	2946	W. M. Curtis, expense.....	16.96
	2947	E. W. Randall, expense Mamie Lane case.....	25.30
Mar. 11.	2948	Daisy Wallace, labor.....	65.00
	2949	A. J. Hoban, expense, juryman.....	12.32
	2950	Peter Otto, expense, juryman.....	12.60
	2951	E. S. Warner, expense, juryman.....	12.60
	2952	F. T. Springer, expense, juryman.....	12.60
	2953	M. F. Hallowell, expense, juryman.....	12.24
	2954	C. W. Smith, expense, juryman.....	12.60
	2955	C. F. Rappe, expense, juryman.....	12.36
	2956	Chas. A. Albrecht, expense, juryman.....	12.12
	2957	B. F. Knauff, expense, juryman.....	12.32
	2958	H. D. Miner, expense, juryman.....	12.12
Mar. 12.	2959	Franklin DeCou, expense, juryman.....	13.56
	2960	J. V. Haas, expense, juryman.....	12.00
Mar. 23.	2961	Wilbur Tibbils, expense, juryman.....	4.00
Mar. 31.	2962	E. W. Randall, salary.....	165.00
	2963	M. Shelstad, labor, \$35; expense, \$6.23.....	41.23
	2964	Geo. N. Hillman, expense.....	119.60
	2965	Ira B. Mills, expense.....	175.00
April 1.	2966	Wallace & Allard, forage and fuel.....	39.11
	2967	E. W. Hendrickson, forage and fuel.....	6.12
April 4.	2968	Geo. N. Hillman, expense.....	10.00
	2969	Allen & Co., expense.....	7.50
April 11.	2970	J. H. Burwell, salary 1892.....	250.00
April 13.	2971	Daisy Wallace, labor.....	65.00
April 16.	2972	Chas. E. Chapel, expense.....	11.20
April 17.	2973	Geo. Hendrickson, forage and fuel.....	32.00
April 23.	2974	Adam Decker & Co., repairs.....	14.05
	2975	L. L. May & Co., permanent improvement.....	9.30
April 30.	2976	E. W. Randall, salary.....	165.00
	2977	Fred Sanders, labor.....	18.75
	2978	John Wagner, labor.....	11.25
	2979	M. Shelstad, labor, \$35; expense, \$2.....	37.00
May 8.	2980	Frank E. Newell, postage.....	100.00
May 11.	2981	Daisy Wallace, labor.....	65.00
	2982	Wm. Lawson, permanent improvement.....	18.00
	2983	Dispatch Job Printing Co., printing.....	325.00
May 15.	2984	W. J. Munro, stationery.....	69.60
June 1.	2985	E. W. Randall, salary, \$170; expense, \$9.05.....	179.05
	2986	M. Shelstad, labor, \$35; expense, \$2.50.....	37.50
	2987	Fred Sanders, labor.....	32.50
	2988	John Wagner, labor.....	32.50
June 9.	2989	John C. Wise, postage.....	100.00
June 13.	2990	Daisy Wallace, labor.....	65.00
June 29.	2991	P. J. Hamstrom, permanent improvement.....	151.67
June 30.	2992	John Wagner, labor.....	32.50
	2993	Mich Meyer, labor.....	32.50
	2994	Fred Sanders, labor.....	34.40
	2995	M. Shelstad, labor.....	35.00
	2996	E. W. Randall, salary \$165; expense, \$27.70.....	192.70

	2997	Frank Quinlan, labor.....	1.40
July 3.	2998	S. J. Johnson, labor.....	10.00
	2999	Minn. Type Foundry Co., printing.....	3.05
July 7.	4001	E. R. Speer, permanent improvement.....	75.15
July 11.	4002	F. E. Newell, postage.....	60.00
	4003	John C. Wise, postage.....	60.00
	4004	P. J. Hamstrom, permanent improvement.....	134.90
July 14.	4005	Daisy Wallace, labor.....	65.00
July 15.	4006	D. S. Storey, permanent improvement.....	70.00
July 20.	4007	L. Wallace, permanent improvement.....	26.25
July 21.	4008	Wallace & Allard, forage and fuel.....	60.00
July 25.	4009	Andrew Anderson, permanent improvement.....	8.75
	4010	L. Lydon, permanent improvement.....	5.25
	4011	Gust Berglund, permanent improvement.....	5.25
	4012	Gust Johnson, permanent improvement.....	12.90
	4013	Swan Johnson, permanent improvement.....	12.90
	4014	P. J. Hamstrom, permanent improvement.....	16.00
July 28.	4015	D. W. Stebbins, advertising.....	35.00
Aug. 1.	4016	E. W. Randall, salary, \$165; expense, \$69.56.....	234.56
Aug. 3.	4017	Mankato Blank Book Mfng. Co., printing.....	19.50
	4018	J. Frank Dean, printing.....	106.50
Aug. 4.	4019	Theo. Killmer, advertising.....	90.90
Aug. 6.	4020	J. C. Curryer, advertising.....	50.00
Aug. 12.	4021	James Banister, expense.....	54.50
	4022	Brooks Bros., permanent improvement.....	1,004.24
Aug. 16.	4023	John C. Wise, postage.....	50.00
Aug. 12.	4024	P. J. Hamstrom, permanent improvement.....	401.62
	4025	Daisy Wallace, labor.....	65.00
Aug. 14.	4026	Fred Gerlach, attractions.....	5.00
Aug. 29.	4027	A. B. Moffatt, pay roll.....	228.68
	4028	W. J. Munro, stationery.....	24.75
	4029	J. A. Hunter, expense.....	13.50
	4030	M. Shelstad, expense.....	12.31
Sept. 1.	4031	W. A. Whitelaw, attractions.....	38.38
	4032	Robt. H. McCleary, attractions.....	150.00
	4033	Chas. Hofer, attractions.....	30.00
	4034	T. R. Roddy, attractions.....	100.00
	4035	Frank B. Loomis, attractions.....	100.00
	4036	R. A. Perry, races.....	12.80
Sept. 2.	4037	J. H. Peeper, races.....	102.40
	4038	G. W. Baird, permanent improvement.....	54.10
	4039	C. L. DeRyder, races.....	41.60
	4040	J. S. Peterson, races.....	78.40
	4041	R. Jache, attractions.....	120.00
	4042	O. E. Rydell, attractions.....	25.00
	4043	E. P. Rutan, advertising.....	15.00
Sept. 3.	4044	C. Freeman, races.....	20.00
	4045	L. J. Boynton, races.....	86.40
	4046	E. B. Smith, attractions.....	30.00
	4047	F. S. Gibson, races.....	110.40
	4048	D. R. McGinnis, advertising.....	10.00
	4049	John Bradford, races.....	25.00
	4050	E. J. Whitticar, races.....	152.00
	4051	Henderson & Buchanan, premiums.....	71.00
	4052	Geo. W. Brown, races.....	273.60
	4053	Geo. W. Brown, races.....	14.40
Sept. 4.	4054	C. F. Higley, races.....	100.00
	4055	J. S. Peterson, races.....	54.40
	4056	S. E. Whitney, races.....	54.40
	4057	Parsons Bros., races.....	344.00
	4058	W. R. Mattocks, races.....	100.00
	4059	T. R. Roddy, attractions.....	200.00
	4060	W. H. Matthews, races.....	198.40
	4061	C. L. DeRyder, races.....	70.40

	4062 J. McDermid, attractions.....	7.50
	4063 M. A. Salisbury, races.....	14.40
	4064 M. Lynch, expense.....	2.00
	4065 Robt. Deakin, attractions.....	85.00
	4066 Anderson & Franklin, races.....	105.60
	4067 Anderson & Franklin, races.....	4.80
	4068 J. E. Neff, races.....	206.40
	4069 John Peemoller, races.....	240.00
	4070 G. W. Athearn, attractions.....	350.00
	4071 W. E. Foran, races.....	180.80
	4072 M. M. Forsman, attractions.....	80.00
	4073 G. F. Davis, premiums.....	84.50
	4074 H. A. Briggs, premiums.....	180.00
	4075 Peter Rae, premiums.....	25.00
	4076 A. O. Montbriand, races.....	57.60
	4077 W. H. Charlton, premiums.....	126.30
	4078 A. B. Hawkins, premiums.....	62.00
Sept. 5.	4079 Willard & Fuller, premiums.....	290.00
	4080 H. C. Eberhardt, premiums.....	25.00
	4081 Thos. Hays, premiums.....	20.00
	4082 F. Ochs, premiums.....	15.00
	4083 Jas. Brown, premiums.....	30.00
	4084 M. McCarthy, premiums.....	40.00
	4085 F. P. Ryder, expense.....	8.50
	4086 W. W. Paddock, labor.....	20.00
	4087 M. St. Martin, premiums.....	91.25
	4088 Geo. McKerrow, premiums.....	230.00
	4089 C. A. Thomas, premiums.....	145.00
	4090 H. P. West, premiums.....	244.00
	4091 Mark H. West, premiums.....	25.00
	4092 A. C. Greene, premiums.....	227.00
	4093 W. B. Barney, premiums.....	212.00
	4094 Andrews & Co., premiums.....	95.00
	4095 McGonigle, Fisk & Smith, expense.....	9.25
	4096 Thos. Rutherford, premiums.....	30.00
	4097 B. Walsh, premiums.....	15.00
	4098 A. H. Bolton, premiums.....	15.00
	4099 Geo. Harding & Sons, premiums.....	221.00
	4100 Robert Miller, premiums.....	87.00
	4101 Wm. Ross, premiums.....	35.00
	4102 Wm. Sparks, premiums.....	5.00
	4103 E. F. Irwin, premiums.....	180.00
	4104 Wm. Wood, premiums.....	10.00
	4105 Harrison & Wood, premiums.....	10.00
	4106 Samuel Roe, premiums.....	15.00
	4107 Mrs. Schockency, expense.....	8.75
	4108 D. C. Langford, races.....	83.20
	4109 J. Tousignant, premiums.....	55.00
	4110 C. J. Williams, advertising.....	25.00
	4111 Lyndale Congregational Church, expense.....	9.75
	4112 G. Thiebaud, expense.....	8.75
	4113 C. D. Smith & Sons, premiums.....	195.00
	4114 G. M. Miller, premiums.....	137.60
	4115 H. F. McGonagle, premiums.....	35.00
	4116 Geo. S. Redhead, premiums.....	16.50
	4117 S. P. Clarke, premiums.....	198.00
	4118 L. Johnson, premiums.....	130.00
	4119 Jacob Koester, premiums.....	120.00
	4120 Sid Black, attractions.....	126.00
	4121 Wm. Harvey, premiums.....	8.00
	4122 Tschudy & Son, premiums.....	111.00
	4123 C. E. Clarke, premiums.....	423.00
	4124 Mrs. K. Meehan, expense.....	8.75
	4125 J. G. Miles, races.....	24.40

4126	F. A. Squires, premiums.....	240.00
4127	J. E. Squires, premiums.....	75.00
4128	G. F. Miller, premiums.....	25.00
4129	Geo. Lafond, Morrison County, premiums.....	60.94
4130	A. G. Bernard, Itasca County, premiums.....	77.89
4131	W. D. Richardson, premiums.....	170.00
4132	G. W. Baird, premiums.....	11.00
4133	Mrs. F. Kelly, expense.....	36.82
4134	Wallace Estill, premiums.....	561.50
4135	T. F. B. Sotham, premiums.....	254.93
4136	J. T. Schain, Traverse County, premiums.....	96.21
4137	E. G. Roberts, premiums.....	199.00
4138	Smith B. Hall, press agent.....	226.00
4139	W. A. Bartlett, premiums.....	82.50
4140	D. R. McGinnis, pay roll assistants.....	212.50
4142	H. F. Brown, premiums.....	408.00
4143	A. O. Dinsmore, premiums.....	20.00
4144	John R. Warner, assistant superintendent.....	59.00
4145	M. O. Tousley, premiums.....	5.00
4146	C. H. Watson, attractions.....	131.50
4147	Geo. Seibert, attractions, \$350; advertising, \$8.50.....	358.50
4148	John W. Babcock, advertising.....	30.95
4149	Staples & King, premiums.....	23.00
4150	F. W. Root, expense.....	75.50
4151	M. Dwyer, premiums.....	30.00
4152	H. W. Fagley, races.....	83.20
4153	Franklin Benner, premiums.....	24.50
4154	Mrs. A. M. Cooper, superintendent, pay roll.....	140.00
4155	J. C. Crossley, superintendent.....	58.00
4156	L. C. Epler, assistants, pay roll.....	157.93
4157	Wm. Hamm, premiums.....	20.00
4158	A. H. Hildebrand, Pope County, premiums.....	76.22
4159	Immanuel Baptist Dining Hall, expense.....	29.00
4160	Al Russell, races.....	430.00
4161	L. S. Tainter, races.....	272.00
4162	D. K. Stacy, superintendent speed department.....	125.00
4163	C. Schneider, races.....	15.00
4164	E. D. Casey, expense.....	46.50
4165	W. B. Richardson, expense.....	31.70
4166	Geo. Graves, races.....	80.00
4167	F. H. Merrill, premiums.....	160.00
4168	John Bradford, races.....	28.05
4169	T. R. Roddy, attractions.....	292.60
4170	J. B. Ellison, expense.....	8.25
4171	A. H. Brackett, assistant.....	15.00
4172	Geo. W. Farrier, races.....	24.00
4173	G. Hitzemann, expense.....	12.00
4174	B. F. Latham, labor.....	7.50
4175	W. L. Parker, labor.....	37.50
4176	A. W. Latham, assistant superintendent.....	100.00
4177	J. H. Peeper, races.....	112.00
4178	J. E. Cooley, St. Louis County, premiums.....	40.96
4179	Frank Loomis, attractions.....	50.00
4180	W. A. White, races.....	180.00
4181	Max Littman, attractions.....	60.00
4182	J. H. Letson, salary.....	250.00
4183	Ed. Weaver, salary.....	250.00
4184	E. P. Watson, salary.....	250.00
4185	E. G. Herbert, expense.....	29.00
4186	Clarke Chambers, salary.....	250.00
4187	W. A. White, races.....	20.00
4188	Ed. Weaver, telegrams.....	11.78
4189	C. H. Murphy, premiums.....	107.50
4190	The Globe Pub. Co., advertising.....	50.00

Sept. 7.	4191	P. J. Hamstrom, permanent improvement.....	127.23
	4192	Leslie Parlin, forage, \$30; superintendent, \$50; expense, \$10.....	90.00
	4193	E. J. Loyd, premiums.....	4.50
	4194	W. C. Buchanan, premiums.....	30.00
	4195	W. M. Liggett, salary.....	250.00
	4196	Wyman Elliot, salary.....	250.00
	4197	C. R. Chamberlain, expense.....	29.83
	4198	D. T. Wheaton, Stevens County, premiums.....	112.47
	4199	M. I. Nealy, expense.....	12.50
	4200	S. D. Jenks, expense.....	11.00
	4201	E. W. Randall, salary.....	170.00
	4202	F. B. Loomis, attractions.....	42.15
	4203	F. B. Loomis, attractions.....	487.85
	4204	Fiske & Smith, permanent improvement.....	22.50
	4205	Alice Buckley, expense.....	11.42
	4206	J. D. Gillespie, assistant secretary.....	50.00
	4207	D. R. McGinnis, expense.....	7.50
	4208	D. R. McGinnis, salary.....	250.00
	4209	J. C. Curryer, clerk of course.....	40.00
	4210	Mrs. F. Kelly, expense.....	21.35
	4211	A. P. Hendrickson, advertising, \$35; expense, \$22.....	57.00
	4212	D. F. Carmichael, attractions.....	17.50
Sept. 8.	4213	J. H. Steiner, suspensions.....	172.45
	4214	H. Himmelman, races.....	25.00
	4215	C. A. Niles, races.....	25.00
	4216	W. D. Wright, races.....	25.00
	4217	J. H. Burwell, expense.....	29.25
	4218	Jas. Forestal & Co., expense.....	63.00
	4219	Wallace & Alhard, attractions, \$70; forage and fuel, \$405.13.....	475.13
	4220	C. D. Smith, expense.....	34.64
	4221	Fred Dufour, expense.....	70.00
	4222	The Wilcox Co., premiums.....	148.92
	4223	Clapp & McCartney, expense.....	81.75
	4224	H. H. Wells, forage and fuel.....	141.87
	4225	Robert Crickmore, expense.....	67.71
	4226	M. H. Watson, assistant.....	50.00
	4227	J. P. Adamson, permanent improvement.....	35.00
	4228	E. P. Watson, expense.....	30.70
	4229	W. H. Caruthers, expense.....	10.00
	4230	J. J. Boyum, attractions.....	20.00
	4231	F. A. Leyde, expense.....	136.65
	4232	E. W. Randall, expense.....	60.39
	4233	A. B. Moffatt, expense.....	12.03
	4234	A. B. Moffatt, pay roll.....	165.00
	4235	J. E. Cooley, pay roll.....	76.00
	4236	A. B. Moffatt, pay roll.....	215.50
	4237	Robt. Crickmore, pay roll.....	206.00
	4238	A. B. Moffatt, pay roll.....	864.01
	4239	Clarke Chambers, pay roll police.....	714.00
	4240	Clarke Chambers, pay roll.....	80.00
Sept. 9.	4241	C. N. Cosgrove, pay roll gate keepers.....	679.00
	4242	N. W. Magazine, advertising.....	25.00
	4243	Transcript Publishing Co., advertising.....	15.00
	4244	Fergus Falls Publishing Co., advertising.....	15.00
	4245	Minneapolis Tidende, advertising.....	35.00
	4246	Duluth News, advertising.....	20.00
	4247	The Progress, advertising.....	10.00
	4248	The Representative, advertising.....	17.50
	4249	The Agriculturist, advertising.....	50.00
	4250	Der Wanderer, advertising.....	15.00
	4251	Skordemann Publishing Co., advertising.....	25.00
	4252	The Globe Publishing Co., advertising.....	185.00
	4253	The Journal Printing Co., advertising.....	242.50
	4254	Dispatch Printing Co., advertising.....	265.60

	4255	The Minneapolis Times, advertising.....	264.40
	4256	The Tribune Co., advertising.....	366.75
	4257	N. W. Miner and Marine, advertising.....	10.00
	4258	Red Wing Printing Co., advertising.....	4.95
	4259	Volkszeitung Publishing Co., advertising.....	30.00
	4260	Webb Publishing Co., advertising.....	80.75
	4261	Winona Herald, advertising.....	25.00
	4262	Mankato Review, advertising.....	20.00
	4263	Mankato Free Press, advertising.....	20.00
	4264	Faribault Republican, advertising.....	14.00
	4265	Faribault Democrat, advertising.....	12.50
	4266	A. B. Moffatt, expense.....	10.75
	4267	L. B. Schlitz, expense.....	60.00
	4268	Rochester Post, advertising.....	10.00
	4269	W. H. Hart, expense.....	22.50
	4270	W. H. Hart, expense.....	73.02
	4271	Winona Republican, advertising.....	24.00
	4272	St. Cloud Times, advertising.....	15.00
	4273	Austin Register, advertising.....	10.00
	4274	Duluth Herald, advertising.....	25.00
	4275	Journal Press, advertising.....	15.00
	4276	Iowa Homestead, advertising.....	12.50
	4277	National Stockman and Farmer, advertising.....	12.60
	4278	Indiana Farmer, advertising.....	12.50
	4279	Western Plowman, advertising.....	12.00
	4280	The Farmer Co., advertising.....	12.75
	4281	The Farmers' Voice, advertising.....	12.50
	4282	A. B. Moffat, pay roll.....	631.25
	4283	A. B. Moffat, pay roll.....	111.00
	4284	A. B. Moffat, salary.....	400.00
	4285	W. J. Edwards, advertising.....	31.00
	4286	G. W. Freeman, expense.....	66.60
	4287	L. C. Pryor, superintendent, \$50; expense, \$5.34.....	55.34
	4288	W. M. Liggett, expense.....	16.00
	4289	Daisy Wallace, labor.....	65.00
	4290	H. M. Bird, attractions.....	7.50
	4291	C. N. Cosgrove, salary.....	250.00
	4292	J. E. Cooley, salary.....	250.00
Sept. 10.	4293	T. R. Roddy, attractions.....	6.10
	4294	J. W. Hartman, Mille Lacs County, premiums.....	129.68
	4295	N. W. Telephone Exchange Co., expense.....	85.60
	4296	J. E. Cooley, expense.....	11.50
Sept. 11.	4298	J. R. S. Cosgrove, labor, repairs, material.....	109.61
	4299	Mrs. M. Brandt, expense.....	59.00
	4300	E. A. Currie, premiums.....	73.00
	4301	F. H. Moesser, premiums.....	32.00
	4302	Pauline Fjelde, attractions.....	30.00
	4303	J. A. Hogan, premiums.....	12.50
	4304	A. B. Moffatt, expense.....	4.00
	4305	The Penny Press, advertising.....	145.00
	4306	Pioneer Press Co., advertising, printing.....	818.15
	4307	Geo. F. Peglow, advertising.....	99.03
	4309	C. V. Sayles, labor.....	31.25
	4310	D. W. Stebbins, labor.....	100.00
Sept. 15.	4311	Oscar B. Hillis, premiums.....	33.00
	4312	George Miller, premiums.....	15.00
	4313	C. L. Roberts, premiums.....	10.00
	4314	H. D. St. Martin, premiums.....	3.00
	4315	R. S. Kingman, premiums.....	165.00
	4316	W. A. Gordon, premiums.....	103.00
	4317	W. A. McHenry, premiums, \$75; expense, \$3.....	78.00
	4318	A. C. Bruce, premiums.....	54.00
	4319	W. R. Merriam, premiums.....	113.92
	4320	T. N. Porter, premiums.....	250.00

4321	W. J. Boynton, premiums.....	93.00
4322	M. W. Reed, premiums.....	65.50
4323	J. C. Laffin, premiums.....	14.50
4324	A. E. Ross, premiums.....	3.00
4325	Wm. Bean, premiums.....	40.56
4326	J. P. Peterson, premiums.....	5.56
4327	N. S. Beardsley, premiums.....	8.00
4328	Gus Edlund, premiums.....	2.00
4329	Warren S. Hillis, premiums.....	1.00
4330	Victor D. Caneday, premiums.....	4.50
4331	Geo. F. Davis & Co., premiums.....	.50
4332	F. W. Prouse, premiums.....	4.00
4333	W. H. Biddle, premiums.....	3.00
4334	R. A. Pike, premiums.....	4.50
4335	Wm. Schultz, premiums.....	13.00
4336	T. L. Morgan, premiums.....	4.50
4337	B. S. Griffin, premiums.....	5.00
4338	W. A. Daggett, premiums.....	6.00
4339	Fred Goss, premiums.....	5.00
4340	Mrs. K. Bowman, premiums.....	1.00
4341	Ed. Lynch, premiums.....	6.50
4342	E. G. Roberts & Co., premiums.....	1.00
4343	Henry Hess, premiums.....	5.00
4344	George F. Newton, premiums.....	4.00
4345	W. A. Bartlett, premiums.....	1.00
4346	R. Hanson, premiums.....	2.50
4347	Sanderson Bros., premiums.....	10.00
4348	The Leghorn Home, premiums.....	6.00
4349	R. Mell, premiums.....	12.00
4350	Wm. Rittle, premiums.....	.50
4351	H. W. Brown, premiums.....	3.00
4352	M. A. Elsmere, premiums.....	1.50
4353	W. S. Bailey, premiums.....	2.00
4354	R. E. Hickok, premiums.....	1.00
4355	H. Kahler, premiums.....	.50
4356	E. H. Conary, premiums.....	3.00
4357	Mrs. C. H. Cannon, premiums.....	8.00
4358	Morgan & Black, premiums.....	3.00
4359	Paul Paytal, premiums.....	5.00
4360	John R. Cummins, premiums.....	4.00
4361	Wm. Somerville, premiums.....	40.00
4362	Clarence Wedge, premiums.....	33.00
4363	Lee B. Davenport, premiums.....	47.50
4364	J. S. Harris, premiums.....	64.75
4365	W. S. Wildmoyer, premiums.....	7.50
4366	E. B. Paul, premiums.....	1.00
4367	O. F. Brand, premiums.....	5.50
4368	D. F. Akin, premiums.....	8.00
4369	Sidney Corpe, premiums.....	17.50
4370	Wm. Oxford, premiums.....	11.50
4371	Isabella Barten, premiums.....	26.25
4372	I. Waite, premiums.....	.50
4373	Ditus Day, premiums.....	21.75
4374	C. F. Miller, premiums.....	1.00
4375	Jacques Mueller, premiums.....	1.50
4376	George Code, premiums.....	2.00
4377	G. H. Smith, premiums.....	2.00
4378	O. M. Lord, premiums.....	6.25
4379	W. L. Parker, premiums.....	39.00
4380	J. A. Howard, premiums.....	27.50
4381	M. Pearce, premiums.....	13.50
4382	W. I. Taylor, premiums.....	1.50
4383	Chas. Luedloff, premiums.....	30.00
4384	D. T. Wheaton, premiums.....	9.00

4385	H. L. Crane, premiums.....	6.50
4386	Dewain Cook, premiums.....	6.75
4387	B. T. Hoyt, premiums.....	8.50
4388	A. H. Brackett, premiums.....	3.25
4389	Henry Busse, premiums.....	7.00
4390	H. M. Lyman, premiums.....	10.00
4391	Sacred Heart Nursery, premiums.....	1.00
4392	C. W. Sampson, premiums.....	8.00
4393	Gus Johnson, premiums.....	19.00
4394	M. M. Frisselle, premiums.....	9.00
4395	E. Nagel & Co., premiums.....	68.50
4396	Mendenhall Green Houses, premiums.....	66.00
4397	August Wittman, premiums.....	74.50
4398	Jacob Hartman, premiums.....	53.00
4399	Martin Penning, premiums.....	3.00
4400	W. F. Coffin, premiums.....	4.75
4401	John Vášatka, premiums.....	45.50
4402	Mrs. Wm. Lyons, premiums.....	30.00
4403	Emma V. White, premiums.....	3.00
4404	M. M. Flagg, premiums.....	14.00
4405	M. C. Axtell, premiums.....	9.50
4406	Seth Kenney, premiums.....	15.00
4407	Wm. Urie & Son, premiums.....	52.00
4408	Wm. Russell, premiums.....	28.00
4409	C. Theilmann, premiums.....	30.00
4410	I. G. Bass, premiums.....	4.00
4411	W. H. Bright, premiums.....	27.00
4412	H. L. F. Witte, premiums.....	13.00
4413	E. K. Jacques, premiums.....	26.00
4414	H. G. Acklin, premiums.....	62.00
4415	P. Howe, premiums.....	5.00
4416	O. Gessner, premiums.....	6.00
4417	Scott LaMont, premiums.....	11.00
4418	W. P. Hubbs, premiums.....	5.08
4419	C. C. Lyford, premiums.....	2.00
4420	Wm. Mackintosh, premiums.....	9.50
4421	W. A. Wessinger, premiums.....	73.67
4422	Rudolph Knapheide, premiums.....	29.30
4423	O. A. Smith, premiums.....	33.76
4424	John Prescott, premiums.....	11.69
4425	Mrs. A. Rund, premiums.....	13.50
4426	Miss A. M. Schweizer, premiums.....	3.50
4427	Mrs. H. A. Blodgett, premiums.....	5.00
4428	Miss Augusta Ekblad, premiums.....	2.00
4429	Mrs. B. H. Smith, premiums.....	.50
4430	Julia A. Clough, premiums.....	3.00
4431	Mrs. Geo. Mitch, premiums.....	1.50
4432	Mrs. Chas. Wanzer, premiums.....	3.00
4433	Mrs. G. E. Cooper, premiums.....	25.00
4434	Mrs. H. L. Bryant, premiums.....	4.50
4435	Alice May Plant, premiums.....	2.50
4436	Mrs. Geo. W. Edgerley, premiums.....	10.50
4437	May D. Goss, premiums.....	9.00
4438	Miss Flora Boyd, premiums.....	3.00
4439	Mrs. W. L. French, premiums.....	1.50
4440	L. A. Morganstern, premiums.....	3.00
4441	Mrs. M. Scholtis, premiums.....	8.00
4442	Mrs. D. C. Davis, premiums.....	2.50
4443	Anna M. McClung, premiums.....	4.00
4444	Mrs. T. Thibault, premiums.....	.50
4445	Mrs. J. B. Morehead, premiums.....	5.00
4446	Mrs. J. B. Bottineau, premiums.....	.50
4447	Mrs. O. George, premiums.....	1.00
4448	Marie L. Baldwin, premiums.....	12.00

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4449	Miss T. Gantzer, premiums.....	8.00
4450	Dora Roos, premiums.....	2.00
4451	Miss Ella Leonard, premiums.....	39.00
4452	Mrs. C. H. Skelton, premiums.....	9.00
4453	Mrs. E. W. Hamilton, premiums.....	.50
4454	Hulda LeClair, premiums.....	7.00
4455	Mrs. D. Gable, premiums.....	1.00
4456	Mrs. G. A. Farra, premiums.....	1.50
4457	Mrs. Lucie Lange, premiums.....	3.00
4458	Mrs. A. M. Schlueter, premiums.....	1.00
4459	Jeannette Cronett, premiums.....	3.00
4460	Mrs. F. H. Gadand, premiums.....	1.50
4461	Mrs. M. J. Weed, premiums.....	2.00
4462	Mrs. J. C. Donohue, premiums.....	1.50
4463	Ethel Herrick, premiums.....	2.00
4464	Mrs. E. P. Horton, premiums.....	3.00
4465	M. T. Flegle, premiums.....	28.00
4466	Mrs. J. Shoemaker, premiums.....	1.50
4467	Mrs. J. L. Garland, premiums.....	3.50
4468	Mrs. J. W. Penberthy, premiums.....	1.00
4469	Mrs. Emily Batchelder, premiums.....	3.00
4470	Mrs. A. Robinson, premiums.....	1.00
4471	Mrs. M. J. Hullseike, premiums.....	3.00
4472	Mrs. E. K. Woodin, premiums.....	3.50
4473	Mrs. Pearl T. Moore, premiums.....	8.00
4474	Mrs. A. A. Hoffman, premiums.....	2.50
4475	Fern D. Skelton, premiums.....	1.00
4476	Mrs. E. J. Warne, premiums.....	1.50
4477	Mrs. Mary Schonarth, premiums.....	3.00
4478	Mrs. F. Lockwood, premiums.....	2.00
4479	Miss Hattie Peterson, premiums.....	2.00
4480	Mrs. A. J. Isherwood, premiums.....	3.00
4481	Mary Thurston, premiums.....	2.00
4482	Vina Harden, premiums.....	11.00
4483	Mrs. A. Johnson, premiums.....	1.50
4484	Miss Lizzie Goettell, premiums.....	1.00
4485	Mrs. J. H. Singleton, premiums.....	1.50
4486	Miss J. H. Hamilton, premiums.....	1.00
4487	Mrs. A. Hundennep, premiums.....	2.00
4488	Miss Addie Heebner, premiums.....	2.00
4489	Mrs. Emma Billings, premiums.....	2.00
4490	Mrs. A. H. Baldwin, premiums.....	3.00
4491	Mrs. L. C. Childs, premiums.....	1.00
4492	Mrs. Oleine Thompson, premiums.....	2.00
4493	Mrs. A. R. Currie, premiums.....	2.00
4494	Mrs. G. J. Thiebaud, premiums.....	19.00
4495	Mrs. C. Eschbach, premiums.....	1.00
4496	Mary Castner, premiums.....	2.00
4497	Bernice Cannon, premiums.....	4.00
4498	Mrs. H. L. Tankersley, premiums.....	2.00
4499	Mrs. M. Britts, premiums.....	16.00
4500	W. B. Cannon, premiums.....	1.00
4501	Mrs. A. H. Brackett, premiums.....	6.00
4502	Miss Pauline Werner, premiums.....	2.00
4503	Ethel Carter, premiums.....	2.00
4504	Mrs. E. F. Chapman, premiums.....	3.00
4505	Mrs. W. H. Biddle, premiums.....	10.00
4506	Mrs. J. L. Gable, premiums.....	3.00
4507	Miss Agnes Lyons, premiums.....	5.00
4508	Mrs. W. S. Newton, premiums.....	7.00
4509	Mrs. H. L. Burrill, premiums.....	3.00
4510	Miss Daisy C. Wightman, premiums.....	2.00
4511	Alice W. Basford, premiums.....	2.50
4512	Mrs. J. Fortin, premiums.....	1.00

4513	M. V. King, premiums.....	4.50
4514	N. A. King, premiums.....	4.00
4515	Miss Alice Thoreson, premiums.....	18.00
4516	Alta Hilsdale, premiums.....	2.00
4517	Edith M. Bates, premiums.....	5.00
4518	Maud Hoyt, premiums.....	2.00
4519	Mrs. J. N. Babcock, premiums.....	2.50
4520	Miss Mattie Lyons, premiums.....	1.00
4521	Miss C. M. Pardoe, premiums.....	3.00
4522	Phillip Burgon, premiums.....	1.00
4523	Mrs. S. E. Culver, premiums.....	1.50
4524	Horace E. Keebler, premiums.....	1.00
4525	A. M. Anderson, Lac qui Parle County, premiums.....	105.63
4526	C. P. Walker, bill posting.....	4.00
4527	Chas. E. Marvin, judge.....	30.00
4528	C. H. Greibel, bill posting.....	10.00
4529	Karl Stussy, bill posting.....	2.00
4530	P. B. Zender, bill posting.....	2.00
4531	Henry J. Ludcke, bill posting.....	2.00
4532	J. A. Fuller, bill posting.....	2.00
4533	H. J. Paine, bill posting.....	2.00
4534	Henry Werner, bill posting.....	6.00
4535	W. R. Smith, bill posting.....	2.00
4536	The Ensign News and Advertising Agency, bill posting.....	2.12
4537	C. E. Davidson, bill posting.....	9.60
4538	Eugene Griffin, bill posting.....	6.00
4539	John Martin Lumber Co., permanent improvement.....	329.31
4540	Adam Decker & Co., permanent improvement.....	206.41
4541	Dispatch Job Printing Co., printing.....	34.25
4542	Brown, Treacy & Co., printing and stationery.....	208.35
4543	Oscar Bradley, advertising.....	15.00
4544	Railway and Hotel News, advertising.....	15.00
4546	Harrison & Smith, printing.....	57.50
4547	Wyckoff, Seamans & Benedict, expense.....	6.90
4548	Robinson & Cary Co., repairs.....	6.35
4549	The Horse Review Co., advertising.....	48.80
4550	Noyes Bros. & Cutler, repairs.....	29.72
4551	Finch, Van Slyck, Young & Co., expense.....	141.90
4552	A. L. Rank, advertising.....	10.00
4553	Minnesota Horseman, advertising.....	40.15
4554	Standard Oil Co., expense.....	25.05
4555	Crane & Ordway Co., repairs.....	27.58
4556	Abbott Mfg. Co., permanent improvement.....	100.00
4557	F. M. Johnson & Co., expense.....	16.00
4559	Nichols & Dean, repairs.....	2.44
4560	Ballard's City Express, express.....	6.50
4561	Farm, Stock and Home, advertising.....	100.00
4562	E. E. Peterson, advertising.....	21.50
4563	M. N. Weber, advertising.....	50.00
4564	J. P. West, expense.....	13.60
4565	Mankato Blank Book Mfg. Co., printing.....	2.00
4566	M. W. Grimes, stationery.....	4.50
4567	W. H. Konantz, expense.....	12.90
4568	Michigan Cedar Co., permanent improvement.....	21.00
4569	Rich & Clymer, printing.....	223.52
4570	The Western Supply Co., expense.....	4.55
4571	Chas. H. Iachner, bill posting.....	2.80
4572	Nelson Tenney Lumber Co., permanent improvement.....	111.90
4573	The Sanders Publishing Co., advertising.....	25.00
4574	Aaron Carlson, labor.....	10.35
4575	Coleman's Rural World, advertising.....	12.50
4576	H. F. Peterson & Co., expense.....	24.55
4577	Gardner & Knowles, expense.....	351.60
4578	G. S. Pease, advertising.....	15.00

Sept. 17.	4579	C. Neuman, advertising.....	3.00
	4580	Cornish, Curtiss & Greene Co., expense.....	2.50
	4582	The Horseman, advertising.....	26.50
	4583	Fink Bill Posting Co., bill posting.....	2.00
	4584	Pratt's Express Co., express.....	1.50
	4585	C. E. Van Duzee, advertising.....	15.00
	4586	J. D. Gillespie, assistant secretary.....	138.00
	4587	Zimmerman Bros., attractions.....	5.00
Sept. 19.	4588	Hamline Ice Co., expense.....	39.25
	4589	M. Shelstad, expense.....	3.60
	4590	Star Lake Co-Operative Dairy Association, premiums.....	6.16
	4591	Courtland Creamery Co., premiums.....	4.94
	4592	Louis Gregerson, premiums.....	4.94
	4593	F. Sellen, premiums.....	4.94
	4594	W. I. Noyes, premiums.....	4.16
	4595	Shafer Co-Operative Creamery Co., premiums.....	4.16
	4596	C. W. Foltz, premiums.....	4.16
	4597	O. A. Stensvad, premiums.....	4.16
	4598	Joseph Wild, premiums.....	4.16
	4599	F. W. Culbertson, premiums.....	4.16
	4600	L. R. Hobart, premiums.....	4.16
	4601	L. R. Peterson, premiums.....	2.16
	4602	Andrew Stearns, premiums.....	4.16
	4603	O. M. Olson, premiums.....	4.16
	4604	W. J. Rowland, premiums.....	3.38
	4605	Chris Jensen, premiums.....	3.38
	4606	E. J. Henry, premiums.....	1.38
	4607	Chisago City Creamery Co., premiums.....	3.38
	4608	Herman Bock, premiums.....	3.38
	4609	R. D. Shrigley, premiums.....	3.38
	4610	James Lorentzen, premiums.....	3.38
	4611	St. Clair Creamery Co., premiums.....	3.38
	4612	Frank Linderman, premiums.....	3.38
	4613	Riverside Creamery Co., premiums.....	.60
	4614	Lafayette & Berandotte Creamery Co., premiums.....	2.60
	4615	A. Stenburg, premiums.....	2.60
	4616	H. Peterman, premiums.....	2.60
	4617	Ed. Qvernfold, premiums.....	2.60
	4618	J. A. Turnbull, premiums.....	2.60
	4619	M. Magnusen, premiums.....	2.60
	4620	Crescent Creamery Co., premiums.....	2.60
	4621	Franklin Benner, expense.....	7.50
	4622	F. W. Hurty, attractions.....	30.00
	4623	J. A. Tykerson, premiums.....	2.08
	4624	M. Gallagher, premiums.....	2.08
	4625	Minneapolis Milk Co., premiums.....	3.01
	4626	Nelson Creamery Association, premiums.....	2.08
	4627	H. C. Klukow, premiums.....	1.56
	4628	R. Curtis, premiums.....	1.56
	4629	A. P. Tuttle, premiums.....	1.56
	4630	Penock Creamery Co., premiums.....	1.56
	4630	H. Flagell, premiums.....	1.56
	4632	J. F. Dahl, premiums.....	1.04
	4633	Madella Butter & Cheese Co., premiums.....	1.04
	4634	G. M. Miller, premiums.....	1.04
	4635	G. G. Dysthe, premiums.....	1.04
	4636	J. C. Johnson, premiums.....	1.04
	4637	Waseca Creamery Association, premiums.....	.78
	4638	C. C. Limeran, premiums.....	.78
	4639	Armstrong Creamery Co., premiums.....	.78
	4640	L. Larson, premiums.....	.78
	4641	Gary Creamery Co., premiums.....	.78
	4642	Monroe Creamery Co., premiums.....	.52
	4643	A. T. Montgomery, premiums.....	.26

	4644	Lamberton Creamery Co., premiums.....	.26
	4645	L. Gommel, premiums.....	.26
	4646	S. R. Walter, premiums.....	.26
	4647	J. G. Wilson, premiums.....	.26
	4648	T. F. Sloan, premiums.....	23.30
	4649	N. Simondson, premiums.....	34.13
	4650	Jennie Wood, premiums.....	19.11
	4651	A. W. Edson, premiums.....	11.83
	4652	H. Johnson, premiums.....	22.18
	4653	Rhys T. Evans, premiums.....	8.19
	4654	A. D. Childs, premiums.....	8.19
	4655	Mrs. J. H. McRostie, premiums.....	16.72
	4656	W. D. Richardson, premiums.....	8.19
	4657	Mrs. A. H. Berham, premiums.....	8.19
	4658	Aug. Ahlsweide, premiums.....	2.53
	4659	J. L. Lakin, premiums.....	2.73
	4660	Jennie Winn, premiums.....	.91
	4661	Crescent Creamery Co., premiums.....	23.30
	4662	Milton Dairy Co., premiums.....	15.00
	4663	C. A. Williams, premiums.....	15.00
	4664	E. D. Childs, premiums.....	10.00
	4665	S. Leslie, premiums.....	5.00
	4666	W. L. Chapel, premiums.....	16.88
	4667	A. J. Glover, premiums.....	8.44
	4668	Marks Cheese & Butter Co., premiums.....	8.44
	4669	H. D. Whiting, premiums.....	7.50
	4670	A. Schoenman, premiums.....	2.68
	4671	J. M. Chapman, premiums.....	4.68
	4672	Gentilly Dairy Association, premiums.....	2.80
	4673	F. C. Johnson, premiums.....	2.80
	4674	Sumpter Butter & Cheese Co., premiums.....	2.80
	4675	Conrad Elmer, premiums.....	1.87
	4676	Tompkins & Dennis, premiums.....	1.87
	4677	A. E. Comstock, premiums.....	.93
	4678	Leslie & McAfee, expense.....	8.98
	4679	Western Union Telegraph Co., telegrams.....	14.09
Sept. 21.	4680	A. W. Latham, expense.....	75.47
	4681	W. R. Dobbyn, advertising.....	10.00
	4682	H. E. Conklin, expense.....	20.00
	4683	F. E. Newell, postage.....	25.00
	4684	A. L. Rank, advertising.....	7.00
Sept. 22.	4685	J. L. Abrams, premiums.....	6.00
	4686	Ed. Lynch, premiums.....	2.00
	4687	H. Kahler, premiums.....	2.00
	4688	R. Melli, premiums.....	2.00
	4689	Pioneer Press Co., printing, \$4.50; express, \$10.20.....	14.70
Sept. 23.	4690	H. J. McVay, labor.....	4.00
Sept. 25.	4691	L. C. Pryor, advertising, \$25; expense, \$4.10.....	29.10
	4692	Morgan & Black, premiums.....	2.00
Sept. 26.	4693	The Leghorn Home, premiums.....	2.00
	4694	Mrs. C. H. Cannon, premiums.....	2.00
	4695	H. G. Neal, expense.....	40.00
Sept. 28.	4696	D. R. McGinnis, expense.....	90.00
	4697	D. R. McGinnis, advertising.....	12.50
Sept. 29.	4698	A. B. Moffatt, premiums.....	1,140.30
	4699	Oakes, tailor, attractions.....	59.50
Sept. 30.	4700	M. Shelstad, labor.....	40.00
	4701	John Wagner, labor.....	31.25
	4702	M. Meyer, labor.....	31.25
	4703	E. W. Randall, salary.....	165.00
	4704	Fred Sanders, labor.....	33.75
	4705	C. N. Cosgrove, expense.....	9.50
	4706	Clarke Chambers, expense.....	3.25
	4707	F. W. Bushell, expense.....	100.00

		4708	Browning, King & Co., attractions.....	87.13
		4709	Bowlby & Co., attractions.....	59.50
		4710	Bullard Bros., attractions.....	39.00
Oct.	2.	4711	P. H. Kelly & Co., expense.....	43.50
		4712	E. Nagel & Co., premiums.....	2.00
		4713	N. W. Telephone Exchange Co., expense.....	9.00
		4714	J. H. Letson, expense.....	20.70
		4715	M. N. Webber, expense.....	6.00
Oct.	3.	4716	The Plymouth Clothing Co., attractions.....	85.00
		4717	H. B. Hudson, expense.....	15.00
		4718	J. C. Wise & Sons, stationery.....	2.75
Oct.	5.	4719	Star Lake Dairy Association, premiums.....	3.84
		4720	A. B. Moffatt, suspensions, \$18; expense, \$2.82.....	20.82
Oct.	6.	4721	Clarke Chambers, expense.....	2.30
		4722	Harvey Johnson, premiums.....	2.00
		4723	Wyman Elliott, expense.....	1.25
Oct.	7.	4724	E. S. Chittenden, advertising.....	25.00
		4725	T. F. Sloan, premiums.....	2.00
Oct.	12.	4726	Field, Schlick & Co., attractions.....	3.00
		4727	T. L. Morgan, expense.....	1.00
Oct.	13.	4728	Gust Johnson, premiums.....	2.00
Oct.	14.	4729	Robt Deakin, races.....	10.00
Oct.	17.	4730	John Fogelberg, permanent improvement.....	500.00
		4731	Daisy Wallace, labor.....	65.00
Oct.	19.	4732	A. W. Dennis, bill posting.....	4.00
Oct.	21.	4733	H. F. Wharton, expense.....	6.00
		4734	The Boyd Feed & Fuel Co., forage and fuel.....	76.68
		4735	Geo. Drew, forage and fuel.....	75.80
Oct.	23.	4736	John Fogelberg, permanent improvement.....	500.00
Oct.	31.	4737	E. A. Fogelberg, permanent improvement.....	193.12
		4738	E. W. Randall, salary.....	165.00
Nov.	2.	4739	M. Shelstad, labor, \$35; expense, \$3.65.....	38.65
		4740	Fred Sanders, labor.....	40.00
Nov.	4.	4741	Frank Quinlan, labor.....	7.50
		4742	John C. Wise, postage.....	25.00
		4743	E. A. Fogelberg, permanent improvement.....	100.00
		4744	Eustis Bros., attractions.....	10.00
		4745	Chas. F. Prescott, bill posting.....	2.00
		4746	S. L. Treadwell, expense.....	6.50
		4747	N. W. Telephone Exchange Co., expense.....	5.00
		4748	C. Andrist, premiums.....	25.00
		4749	Myrtle Cheese Mfg. Co., premiums.....	3.00
Nov.	6.	4750	Brennan Lumber Co., permanent improvement.....	111.26
Nov.	7.	4751	E. A. Fogelberg, permanent improvement.....	7.74
Nov.	11.	4752	Daisy Wallace, labor.....	65.00
		4753	W. R. Hoag, permanent improvement.....	96.75
Nov.	13.	4754	Chas. L. Gove, permanent improvement.....	40.50
Nov.	14.	4755	E. W. Randall, expense.....	30.00
Nov.	16.	4756	E. A. Fogelberg, permanent improvement.....	50.00
Nov.	17.	4757	Hubbard & Palmer, bills receivable.....	3,500.00
		4758	R. D. Hubbard Milling Co., bills receivable.....	3,500.00
Nov.	23.	4759	Gardner & Knowles, expense.....	3.60
Nov.	25.	4760	R. C. Keel, premiums.....	10.00
		4761	Field, Schlick & Co., attractions.....	3.00
Nov.	30.	4762	E. W. Randall, salary.....	170.00
		4763	M. Shelstad, labor.....	35.00
Dec.	2.	4764	Deere & Webber Co., attractions.....	120.61
Dec.	3.	4765	Jerry Sexton, special premium.....	25.00

Total disbursements..... \$55,209.12

ANNUAL REPORT OF THE

RECEIPTS.

Cash on hand, 1895.....	\$5,816.32
Annual dues.....	107.00
State appropriation.....	4,000.00
Entry fees.....	712.50
Stall rent.....	1,011.72
Forage	418.79
Privileges	4,438.75
Races and suspensions.....	1,530.50
Tickets	41,566.42
Pasture rent.....	21.00
Miscellaneous	1,708.87
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	\$61,331.87

DISBURSEMENTS.

1895 and former years.....	\$732.50
Attractions	3,513.82
Advertising, bill posting, printing and stationery.....	5,239.62
Forage and fuel.....	1,029.51
Labor, repairs and material.....	2,277.93
Officers' salaries.....	4,650.00
Postage, telegrams and express.....	544.07
Premiums	12,350.02
Races	4,273.50
Superintendents and assistants.....	2,031.68
Permanent improvements.....	4,559.00
Miscellaneous expense.....	7,007.47
Bill receivable (money loaned).....	7,000.00
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	\$55,209.12
 Total receipts.....	 \$61,331.87
Total disbursements.....	55,209.12
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Balance on hand.....	\$6,122.75

REPORT OF A. B. MOFFATT, TREASURER.

RECEIPTS.

1895.	Cash on hand from 1895.....	\$5,816.32
Dec. 19.	American Trotting Association, suspensions from 1895.....	25.10
Jan. 2.	Check unclaimed from 1895.....	16.00
Feb. 18.	J. S. Bucknell, privileges from 1895.....	5.00
July 18.	Minnesota Cricket Club from 1895.....	18.00
	Total receipts from 1895.....	\$5,880.42
1896.		
Jan. 14.	Annual dues from members.....	\$107.00
May 28.	T. L. Blood & Co., advertising in premium list.....	10.00
	LaCrosse Plow Co., advertising in premium list.....	10.00
	J. I. Case Implement Co., advertising in premium list.....	20.00
	T. W. Smith, advertising in premium list.....	20.00
	Winona Wagon Co., advertising in premium list.....	20.00
	St. Paul Fire & Marine Insurance Co., advertising in premium list.....	20.00
June 9.	J. Jensen, pasture rent.....	2.00
	A. R. McGill, pasture rent.....	1.00
	John Peemoller, stall rent.....	12.00
	A. F. Lee, stall rent.....	10.00
	J. H. Peeper, stall rent.....	10.00
	W. A. Sparks, stall rent.....	25.00
June 13.	R. S. Goodfellow & Co., advertising in premium list.....	20.00
June 29.	Minnesota Driving Club, rent.....	300.00
July 7.	Advertising in premium list.....	36.50
	W. H. Chapin, stall rent.....	26.50
	A. F. Lee, stall rent.....	2.00
	John Peemoller, stall rent.....	13.50
July 13.	Page Woven Wire Fence Co., advertising in premium list.....	20.00
Aug. 5.	Advertising in premium list.....	37.40
	Refuse lumber.....	5.00
	W. M. Sparks, stall rent.....	13.00
	J. H. Peeper, stall rent.....	8.00
	H. W. Fagley, stall rent.....	8.00
	John Peemoller, stall rent.....	12.00
	A. F. Lee, stall rent.....	4.00
	E. H. Clarke, privileges.....	16.00
	John H. Gallagher, privileges.....	12.50
	E. D. Casey, privileges.....	60.00
Aug. 10.	State appropriation.....	4,000.00
Aug. 31.	E. W. Randall, bicycle entry fees.....	128.00
	W. J. Munro, privileges.....	1,604.70
	W. M. Sparks, stall rent.....	15.00
	M. Lynch, stall rent.....	2.00
	C. Freeman, stall rent.....	2.00
	W. J. Munro, privileges.....	96.00
	E. W. Randall, race entry fees.....	595.60
	Joseph Keller, pasture rent.....	12.00
	E. W. Randall, stall rent.....	302.00
	Admission tickets.....	1,501.00
	Grand stand tickets.....	300.00
	Deere & Webber Co.....	1,000.00
	W. J. Munro, privileges.....	284.25
Sept. 1.	E. W. Randall, entry fees.....	77.50

	E. W. Randall, stall rent.....	86.50
	Cash received at farm gate.....	12.00
	Admission tickets.....	4,626.33
	Grand stand tickets.....	569.25
	W. J. Munro, privileges.....	140.00
Sept. 2.	W. J. Munro, privileges.....	1,319.00
	E. P. Watson, forage.....	100.00
	Cash received at farm gate.....	12.85
	Admission tickets.....	6,524.35
	Grand stand tickets.....	651.25
Sept. 3.	W. J. Munro, privileges.....	744.00
	Cash received at farm gate.....	42.75
	Admission tickets.....	15,469.59
	Grand stand tickets.....	1,897.00
Sept. 4.	Cash received at farm gate.....	17.25
	Admission tickets.....	7,144.75
	Grand stand tickets.....	954.75
Sept. 5.	E. W. Randall, race entry fees.....	623.60
	W. J. Munro, privileges.....	157.80
	E. W. Randall, bicycle entry fees.....	5.00
	E. W. Randall, entry fees.....	12.50
	E. W. Randall, stall rent.....	20.00
	Admission tickets.....	834.90
	Grand stand tickets.....	62.25
	E. W. Randall, stall rent.....	19.22
Sept. 9.	Meal tickets used in office.....	32.17
	E. W. Randall, forage.....	12.49
	E. W. Randall, race entry fee.....	5.00
	Admission tickets.....	100.00
	Grand stand tickets.....	.75
Sept. 12.	Northwestern Farmer, advertising in premium list.....	20.00
Sept. 26.	J. A. Brush, advertising returned.....	4.00
Sept. 29.	Adam Decker & Co., overpayment returned.....	68.55
Sept. 30.	Entry fees deducted from premiums.....	622.50
	Stall rent deducted from premiums.....	299.00
	Forage deducted from premiums.....	82.80
	Season tickets deducted from premiums.....	36.00
	A. F. Lee, stall rent.....	4.00
	J. H. Peeper, stall rent.....	11.00
	W. G. Donahue, forage.....	1.00
	American Trotting Association, suspensions.....	14.40
	H. F. Sanders, pasture rent.....	8.00
	Miscellaneous	4.50
	Railway tickets, Northern Pacific.....	44.00
Oct. 2.	American Trotting Association, suspensions, \$81; less annual dues, \$75	6.00
Oct. 6.	Janney, Semple & Co., overpayment returned.....	11.75
Oct. 7.	Mortimer Levering, premium returned.....	10.00
Oct. 12.	Railway tickets, C., St. P., M. & O.....	451.00
Oct. 14.	American Trotting Association, suspensions.....	86.40
Oct. 20.	Railway tickets, Great Northern.....	216.50
Nov. 5.	American Trotting Association, suspensions.....	27.00
Nov. 14.	Railway tickets, St. Paul & Duluth.....	155.50
Nov. 23.	Railway tickets, Soo Line.....	10.00
Nov. 27.	American Trotting Association, suspensions.....	14.40
Nov. 30.	W. R. Young, advertising in premium list.....	10.00
Total receipts for 1896.....		\$55,451.45
Total receipts for 1895.....		5,880.42
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Total disbursements.....		\$61,331.87
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Cash now on hand.....		\$6,122.75

SUMMARY.

Cash on hand, 1895.....	\$5,816.32
Annual dues.....	107.00
State appropriation.....	4,000.00
Entry fees.....	712.50
Stall rent.....	1,011.72
Forage	418.79
Privileges	4,438.75
Races and suspensions.....	1,530.50
Tickets	41,566.42
Pasture rent.....	21.00
Miscellaneous	1,708.87
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	\$61,331.87

REPORT OF RACES.

Race.	ENTERED BY	NAME OF HORSE.	Entrance Fee.	Amount of Purse.	Cheek in Settlement.
2:19 Trot.	W. E. Stringham.....	Belle W.....	\$14.40	\$480.00	\$97.60
	J. H. Peeper.....	Welbeck.....	14.40	.....	102.40
	W. L. Ellwood.....	Tom Miller.....	14.40	.....	86.40
	J. K. Wheat & Co.....	Billy Gaines.....	14.40	.....	.....
	Oaklawn Stock Farm.....	Lady Nutwood.....	14.40	.....	32.00
	R. A. Perry.....	Robin B There.....	14.40	.....	12.80
2:34 Trot.	F. K. Balch.....	Jenny Boyd.....	\$14.40	\$480.00	.....
	L. C. Tatro.....	Oberman.....	14.40	.....	.....
	Parsons Bros.....	Piko.....	14.40	.....	\$137.60
	John Peemoller.....	Strathemore.....	14.40	.....	33.60
	W. L. Ellwood.....	Helen.....	14.40	.....	46.40
	L. J. Phelps.....	Random.....	14.40	.....	.....
	Alex. McLaren.....	Picnie.....	14.40	.....	41.60
	J. H. Brannen.....	Dallah Boy.....	14.40	.....	.....
	J. T. Cable.....	Sulwood, Jr.....	14.40	.....	.....
	M. J. Haney.....	Goldie B.....	14.40	.....	.....
	Wm. O'Neil.....	Lou.....	14.40	.....	72.00
2:24 Pace.	J. K. Wheat & Co.....	Miss Graves.....	\$14.40	\$480.00	.....
	H. W. Fagley.....	Florette Wilkes.....	14.40	.....	\$73.60
	J. S. Peterson.....	Nestor.....	14.40	.....	78.40
	L. J. Phelps.....	Molly O.....	14.40	.....	.....
	Geo. W. Farrier.....	Walker.....	14.40	.....	.....
	Anderson & Franklin.....	Panora Maid.....	14.40	.....	96.00
	P. Devery.....	Minnehaha.....	14.40	.....	.....
	D. C. Langford.....	Nathan P.....	14.40	.....	70.40
2:35 Pace.	Kely & Gallagher.....	Polly Graves.....	14.40	.....	12.80
	W. L. Ellwood.....	Hazel Hurd.....	\$14.40	\$480.00	\$166.40
	F. K. Balch.....	Clitus.....	14.40	.....	9.60
	S. E. Whitney.....	Lee W.....	14.40	.....	54.40
	John Peemoller.....	Daisy Hester.....	14.40	.....	.....
	H. W. Fagley.....	Auteros Maid.....	14.40	.....	.....
	F. S. Gibson.....	Roy Adrian.....	14.40	.....	110.40
	L. J. Phelps.....	Ellen Dean.....	14.40	.....	.....
	M. A. Salesbury.....	Birchnut.....	14.40	.....	.....
	R. C. Nickerson.....	Steel Colbert.....	14.40	.....	.....
	C. Carby.....	Brownie.....	14.40	.....	.....
	Anderson & Franklin.....	Panora Maid.....	14.40	.....	4.80
	Wm. Sparks.....	Molly G.....	14.40	.....	.....
	A. A. Matthews.....	Avena S.....	14.40	.....	.....
2:37 Trot.	John Peemoller.....	Strathemore.....	\$14.40	\$480.00	\$206.40
	Oaklawn Stock Farm.....	Maywood.....	14.40	.....	72.00
	P. C. Murphy.....	Shadeland Baron.....	14.40	.....	22.40
	R. C. Nickerson.....	Dr. Mayo.....	14.40	.....	.....
	H. W. Fagley.....	Billy Burton.....	14.40	.....	.....
	Wm. O'Neil.....	Lou.....	14.40	.....	16.00
2:45 Trot.	Parsons Bros.....	Piko.....	\$14.40	\$480.00	\$206.40
	F. D. Kendrick.....	Murl Gothard.....	14.40	.....	.....
	John Peemoller.....	Dick Turpin.....	14.40	.....	.....
	W. L. Ellwood.....	Helen.....	14.40	.....	54.40
	H. W. Stone.....	Winstead.....	14.40	.....	.....
	M. A. Salesbury.....	Mildred S.....	14.40	.....	14.40
	B. J. Sawyer & Co.....	Miss Sidney.....	14.40	.....	70.40

2:20 Pace.	W. E. Foran.....	Cohans Boquet.....	\$14.40	\$480.00	.....
	J. S. Peterson.....	Nestor.....	14.40	.....	\$54.40
	H. W. Fagley.....	Florette Wilkes.....	14.40	.....	4.80
	A. A. Montbriand.....	Wilkesetta.....	14.40	.....	57.60
	Anderson & Franklin.....	Jean Wilkes.....	14.40	.....	9.60
	D. C. Langford.....	Earthquake Pilot.....	14.40	.....	12.80
	J. E. Neff.....	Ben Alle.....	14.40	.....	206.40
	P. Devery.....	Minnehaha.....	14.40	.....	.....

REPORT OF RACES—Continued.

Race.	ENTERED BY	NAME OF HORSE.	Entrance Fee.	Amount of Purse.	Check in Settlement.
2:23 Trot.	J. H. Peeper.....	Welbeck.....	\$14.40	\$480.00	\$112.00
	Oaklawn Stock Farm.....	Lady Nutwood.....	14.40	.....	152.00
	L. J. Phelps.....	Dell.....	14.40	.....	.....
	Geo. W. Farrier.....	Bob M.....	14.40	.....	24.00
2:08 Pace.	W. L. Ellwood.....	Bell Mahone.....	\$30.00	\$1,000	.....
	Geo. W. Graves.....	Colbert.....	30.00	.....	\$80.00
	J. W. Veach.....	Lady Nottingham.....	30.00	.....	.....
	Oaklawn Stock Farm.....	Vera Capel.....	30.00	.....	.....
	W. A. White.....	S. G. A.....	30.00	.....	180.00
	Frank Loomis.....	Nettie Jefferson.....	30.00	.....	.....
	Al Russell.....	Afrite.....	30.00	.....	430.00
Three Year Old Pace.	W. L. Ellwood.....	Hazel Hurd.....	\$14.40	\$480.00	\$86.40
	L. P. Boynton.....	Paddy Ryan.....	14.40	.....	86.40
	F. K. Balch.....	Drifton.....	14.40	.....	142.40
	Oaklawn Stock Farm.....	Birchnut.....	14.40	.....	16.00

RUNNING RACES.

Race.	ENTERED BY	NAME OF HORSE.	Entrance Fee.	Amount of Purse.	Check in Settlement.
5/8 Mile Dash.	John Walhauser.....	Emerald.....	\$5.00	\$100.00	.....
	C. Freeman.....	Garnett.....	5.00	.....	\$20.00
	M. Lynch.....	Tom Boy.....	5.00	.....	.....
	W. R. Mattocks.....	Billy Mack.....	5.00	.....	50.00
	John Bradford.....	Pure Gold.....	5.00	.....	25.00
	H. A. Deakin.....	Evelyn.....	5.00	.....	.....
1/2 Mile Heats.	N. Richardson.....	Maud Downing.....	\$5.00	\$100.00	.....
	John Bradford.....	Riverside.....	5.00	.....	.....
	W. R. Mattocks.....	Billy Mack.....	5.00	.....	\$25.00
	C. F. Higley.....	Oklahoma Sal.....	5.00	.....	50.00
	H. A. Deakin.....	Redwing.....	5.00	.....	10.00
3/4 Mile Dash.	Win. Carroll.....	Ashland.....	\$5.00	\$100.00	.....
	C. F. Higley.....	Oklahoma Sal.....	5.00	.....	\$50.00
	Wm. Carroll.....	Oakwood.....	5.00	.....	.....
	W. R. Mattocks.....	Billy Mack.....	5.00	.....	25.00
	C. Freeman.....	Garnett.....	5.00	.....	.....
	C. Schneider.....	Emerald.....	5.00	.....	15.00

REPORT OF SUPERINTENDENT OF DIVISION A.

CHARLES CHAMBERS, SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: I have the honor to submit herewith my report of Division A for 1896.

We were very agreeably surprised at the exhibition made at our fair this year in this department, as it was increased considerably over that of last year, we having, in round numbers, 266 entries and paying in premiums the amount of \$2,245. This, we think, was doing very well for the still continued depression in the horse market and the fact that a great many of our hitherto prominent importers and breeders have retired from business.

Prominent among exhibitors this year from our own state were such men as N. P. Clarke, Leonard Johnson, Willard & Fuller, E. St. Martin, W. H. Charlton, J. Koester, Michael Kennedy, Oscar B. Hillis, J. H. Peeper, J. Tousignant, Andrews & Co., G. W. Baird, W. C. Buchanan, and H. A. Briggs from Wisconsin, who has been an annual exhibitor for several years.

Expecting a very light exhibit, we did not feel like going to the expense of hiring an expert judge in this division, and so selected from the numerous horse men on the grounds men who seemed to be in every way competent to fill the positions assigned them. I feel that they must have given general satisfaction, as there was not a protest entered in the division.

In conclusion, I would earnestly recommend to your honorable board that so soon as you shall be able to erect a building suitable for the exhibition and judging of horses and cattle, that it would certainly be a great feature of the fair.

I am very respectfully,

CLARKE CHAMBERS,
Superintendent Division A.

PREMIUMS AND AWARDS.

DIVISION A.—HORSES AND MULES.

Premiums awarded..... \$2,214.50

Clarke Chambers, Owatonna, Superintendent.

John M. Byers, Hastings, Assistant Superintendent.

George Thompson, Judge of all Classes.

David Wismer, Judge of all Classes.

E. J. Kellay, Judge of Classes 1, 2, 3, 4, 5, and 6.

David M. Fyffe, Judge of Classes 1, 2, 3, 4, 5, 6, 7, 8, 9, 15, 16, 17, 18, 19, and 20.

Class 1.—Trotting Strains, Standard Bred and Registered.

(Horses entered for purse and stake races barred.)

	1st Prem.	2d Prem.	3d Prem.
Stallion, four years old or over, Andrews & Co., St. Paul.....	\$25.00		
Stallion, four years old or over, A. H. Bolton, St. Paul.....		\$15.00	
Stallion, four years old or over, M. O. Tousley, Le Sueur.....			\$5.00
Stallion, four years old or over, Michael Kennedy, Mendota.....	Com.		
Stallion, one year old and under two, A. B. Hawkins, Minneapolis	15.00		
Mare, four years old or over, with foal at side, Oscar B. Hillis, St. Paul.....	20.00		
Mare, three years old and under four, Oscar B. Hillis, St. Paul..	15.00		
Mare, three years old and under four, A. B. Hawkins, Minne- apolis		10.00	
Mare, three years old and under four, W. M. Sparks, Hamline...			5.00
Mare, three years old and under four, W. H. Charlton, Minne- apolis	Com.		

SWEEPSTAKES.

	1st Prem.	2d Prem.	3d Prem.
For stallion, any age, A. B. Hawkins, Minneapolis.....	\$25.00		
For stallion, any age, Andrews & Co., St. Paul.....		\$15.00	
For colts, four in number, of either sex, the get of one stallion; the sire not required to be shown; the colts not necessarily owned by the exhibitor, W. H. Charlton, Minneapolis.....	25.00		
For colts, two in number, of either sex, any age, the produce of one mare; the colts not necessarily owned by exhibitor, W. H. Charlton, Minneapolis.....	15.00		

Class 2.—Trotting Strains Not Eligible to Registry.

Stallion, four years old or over, E. A. Currie, Merriam Park....	\$20.00		
Stallion, one year old and under two, George Miller, Minneapolis	15.00		
Mare, three years old and under four, Andrews & Co., St. Paul..	15.00		
Mare, three years old and under four, G. W. Baird, Edina Mills.		\$10.00	
Mare, three years old and under four, M. St. Martin, Bloomington			\$5.00
Mare, two years old and under three, E. A. Currie, Merriam Park	15.00		
Mare, two years old and under three, M. St. Martin, Bloomington		10.00	
Mare, one year old and under two, M. St. Martin, Bloomington..	15.00	10.00	
Mare, one year old and under two, E. A. Currie, Merriam Park..			5.00

SWEEPSTAKES.

For stallion, any age, E. A. Currie, Merriam Park.....	35.00
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Class 3.—Roadsters.

Pair matched mares or geldings, or mare and gelding, Wm. Hamm, St. Paul.....	\$20.00		
Pair matched mares or geldings, or mare and gelding, W. C. Bu- chanan, Minneapolis.....		\$15.00	
Pair matched mares or geldings, or mare and gelding, M. St. Martin, Bloomington.....			\$10.00
Single mare or gelding, W. C. Buchanan, Minneapolis.....	15.00		
Single mare or gelding, Andrews & Co., St. Paul.....		10.00	5.00

Class 4.—Carriage Teams, Single Geldings and Mares.

(Stallions excluded.)

This class is intended especially for carriage horses, and form, style, docility, size and good match (color not considered) are essential, not speed. Horses must be shown in harness in four-wheeled vehicles, and must weigh not less than 1,150 pounds, and be not less than 16 hands high.

	1st Prem.	2d Prem.	3d Prem.
Carriage team, matched and mated, owned by exhibitor, An- drews & Co., St. Paul.....	\$20.00		
Carriage team, matched and mated, owned by exhibitor, A. B. Hawkins, Minneapolis.....		\$15.00	
Carriage team, matched and mated, owned by exhibitor, H. C. Eberhardt, Mapleton.....			\$10.00
Single gelding or mare, A. B. Hawkins, Minneapolis.....	15.00		
Single gelding or mare, Wm. Wood, Minnesota Transfer.....		10.00	
Single gelding or mare, Andrews & Co., St. Paul.....			5.00

Class 5.—Cleveland Bay and English Coach.

(No entries.)

Class 6.—English Hackney and Cob.

Stallion, four years old or over, W. H. Charlton, Minneapolis....	\$25.00		
Stallion, four years old or over, B. Walsh, Long Lake.....		\$15.00	
Stallion, two years old and under three, M. Dyer, Minneapolis...	15.00		

SWEEPSTAKES.

	1st Prem.	2d Prem.	3d Prem.
For stallion, of any age, W. H. Charlton, Minneapolis.....	\$25.00		
For stallion, of any age, M. Dyer, Minneapolis.....		\$15.00	

Class 7.—German and French Coach.

Stallion, four years old or over, Willard & Fuller, Mapleton....	\$25.00	\$15.00	\$5.00
Stallion, three years old and under four, L. Johnson, Northfield..	15.00		
Stallion, three years old and under four, C. L. Roberts, Lake City		10.00	
Stallion, one year old and under two, Willard & Fuller, Mapleton	15.00	10.00	
Mare, four years old or over, with foal at side, L. Johnson, Northfield	20.00		
Mare, four years old or over, with foal at side, Willard & Fuller, Mapleton		15.00	
Mare, three years old and under four, L. Johnson, Northfield....	15.00		
Mare, two years old and under three, Willard & Fuller, Mapleton	15.00		
Mare, one year old and under two, Willard & Fuller, Mapleton..	15.00		

SWEEPSTAKES.

For stallion, of any age, Willard & Fuller, Mapleton.....	25.00	15.00
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Class 8.—Imported and Native Pure Bred Percheron and French Draft.

Stallion, four years old or over, J. Koester, Northfield.....	\$30.00		
Stallion, four years old or over, H. A. Briggs, Elkhorn, Wis....		\$20.00	
Stallion, four years old or over, L. Johnson, Northfield.....			\$5.00
Stallion, four years old or over, M. St. Martin, Bloomington.....	Highly commended.		
Stallion, four years old or over, Willard & Fuller, Mapleton....	Com.		
Stallion, three years old and under four, H. A. Briggs, Elkhorn, Wis.	20.00		
Stallion, three years old and under four, Willard & Fuller, Mapleton		15.00	
Stallion, three years old and under four, L. Johnson, Northfield..	Com. and		5.00
Stallion, two years old and under three, Willard & Fuller, Mapleton	15.00		
Stallion, two years old and under three, H. A. Briggs, Elkhorn, Wis.		10.00	
Stallion, one year old and under two, H. A. Briggs, Elkhorn, Wis.	15.00	10.00	
Stallion, one year old and under two, Willard & Fuller, Mapleton			5.00
Mare, four years old or over, with foal at side, J. Koester, Northfield	25.00	15.00	
Mare, four years old or over, with foal at side, Aaron Kimball, Austin	Com. and		5.00
Mare, three years old and under four, L. Johnson, Northfield....	20.00		
Mare, three years old and under four, Willard & Fuller, Mapleton		15.00	
Mare, three years old and under four, Aaron Kimball, Austin....			5.00
Mare, two years old and under three, H. A. Briggs, Elkhorn, Wis.	15.00	10.00	
Mare, two years old and under three, W. H. Charlton, Minneapolis			5.00
Mare, one year old and under two, H. A. Briggs, Elkhorn, Wis..	15.00		
Mare, one year old and under two, Willard & Fuller, Mapleton..		10.00	
Mare, one year old and under two, J. Koester, Northfield.....			5.00

SWEEPSTAKES.

For stallion, of any age, J. Koester, Northfield.....	25.00	
For stallion, of any age, H. A. Briggs, Elkhorn, Wis.....		15.00

Class 9.—Clydesdale.

	1st	2d	3d
	Prem.	Prem.	Prem.
Stallion, four years old or over, C. E. Clark, St. Cloud.....	Com.	\$30.00	\$20.00
Stallion, three years old and under four, C. E. Clark, St. Cloud..	20.00	15.00	5.00
Stallion, two years old and under three, C. E. Clark, St. Cloud..	15.00	10.00	5.00
Stallion, one year old and under two, C. E. Clark, St. Cloud.....	15.00	10.00	
Mare, four years old or over, with foal at side, C. E. Clark, St. Cloud	25.00	15.00	
Mare, three years old and under four, C. E. Clark, St. Cloud.....	20.00		
Mare, two years old and under three, C. E. Clark, St. Cloud.....	15.00		
Mare, one year old and under two, C. E. Clark, St. Cloud.....	15.00	10.00	5.00

SWEEPSTAKES.

For stallion, of any age, C. E. Clark, St. Cloud.....	25.00
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Class 10.—English Shire.

Stallion, four years old or over, W. H. Charlton, Minneapolis....	\$25.00	
Stallion, four years old or over, Wm. Ross, Valley Creek.....		15.00
Stallion, three years old and under four, Thos. Rutherford, Wayzata	15.00	
Mare, four years old or over, with foal at side, Wm. Ross, Valley Creek	20.00	

SWEEPSTAKES.

For stallion, of any age, W. H. Charlton, Minneapolis.....	25.00	
For stallion, of any age, Thos. Rutherford, Wayzata.....		15.00

Class 11.—Belgian and Suffolk Punch.

Stallion, four years old or over, J. Tousignant, Mendota.....	\$25.00
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SWEEPSTAKES.

For stallion, of any age, J. Tousignant, Mendota.....	25.00
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Class 12.—Grand Stallion Sweepstakes.

(Entrance fee ten per cent of first money.)

Registered draft stallion, any breed, showing four or more of his get, C. E. Clark, St. Cloud.....	\$100.00	
Registered draft stallion, any breed, showing four or more of his get, H. A. Briggs, Elkhorn, Wis.....		\$50.00
Registered draft stallion, any breed, showing four or more of his get, Willard & Fuller, Mapleton.....		\$25.00
Registered draft stallion, any breed, showing four or more of his get, M. St. Martin, Bloomington.....	Com.	

Class 13.—Grand Stallion Sweepstakes.

(Entrance fee ten per cent of first money.)

Registered coach stallion, showing four or more of his get, L. Johnson, Northfield.....	\$50.00
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SPECIAL.

Registered coach stallion, showing four or more of his get, Willard & Fuller, Mapleton.....	50.00
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Class 14.—Grand Sweepstakes.

For Registered Trotting Strains (standard and non-standard); English, French and German Coach, Cleveland Bay, English Hackney, Cob, Percheron, French Draft, Clydesdale, Shire, Belgian, Suffolk Punch and Ponies.

Stallion, any age, French Coach, Willard & Fuller, Mapleton.....	Diploma.
Stallion, any age, Percheron, J. Koester, Northfield.....	Diploma.
Stallion, any age, Clydesdale, C. E. Clark, St. Cloud.....	Diploma.
Stallion, any age, English Shire, W. H. Charlton, Minneapolis.....	Diploma.
Mare or filly, any age, Trotting Strains: not eligible to registry, M. St. Martin, Bloomington.....	Diploma.
Mare or filly, any age, French Coach, Willard & Fuller, Mapleton.....	Diploma.
Mare or filly, any age, Clydesdale, C. E. Clark, St. Cloud.....	Diploma.

AGRICULTURAL CLASSES—GRADES.**Class 15.—Percheron and French Draft.**

(Importers, breeders and dealers of imported stock barred.)

	1st Prem.	2d Prem.	3d Prem.
Brood mare, with foal at side, J. Koester, Northfield.....	\$20.00		
Brood mare, with foal at side, M. McCarthy, Mapleton.....		\$15.00	
Brood mare, with foal at side, H. D. St. Martin, Bloomington..			\$5.00
Filly, three years old or over, M. McCarthy, Mapleton.....	15.00	10.00	
Filly, three years old or over, M. St. Martin, Bloomington.....	Com. and		5.00
Filly, two years old and under three, Jas. Brown, Mapleton....	15.00		
Filly, two years old and under three, M. St. Martin.....		10.00	5.00
Filly, one year old and under two, M. St. Martin, Bloomington..	15.00		

Class 16.—Clydesdale and English Shire.

Brood mare, with foal at side, W. H. Charlton, Minneapolis....	\$20.00		
Brood mare, with foal at side, M. St. Martin, Bloomington.....		\$15.00	
Filly three years old or over, M. St. Martin, Bloomington.....	15.00	10.00	

Class 17.—Graded Coachers and Hackneys.

Filly, three years old or over, H. C. Eberhardt, Mapleton.....	\$15.00		
Filly, three years old or over, Thos. Hayes, Mapleton.....		\$10.00	
Filly, three years old or over, G. W. Baird, Edina Mills.....			\$5.00
Filly, three years old or over, M. St. Martin, Bloomington.....	Com.		
Filly, two years old and under three, Jas. Brown, Mapleton....	15.00		
Filly, two years old and under three, J. Abrams, Minneapolis....		10.00	
Filly, two years old and under three, L. Johnson, Northfield....	Com. and		5.00
Filly, one year old and under two, F. Ochs, Mapleton.....	15.00		
Filly, one year old and under two, Thos. Hayes, Mapleton.....		10.00	
Filly, one year old and under two, L. Johnson, Northfield.....			5.00

Class 18.—Farmers' Sweepstakes.

(Importers, breeders and dealers of imported stock barred.)

Registered draft stallion, any age or breed, owned in Minnesota, having served at least 20 mares in the state during 1896, L. Johnson, Northfield.....	\$25.00		
Registered draft stallion, any age or breed, owned in Minnesota, having served at least 20 mares in the state during 1896, M. St. Martin, Bloomington.....		\$15.00	
Registered draft stallion, any age or breed, owned in Minnesota, having served at least 20 mares in the state during 1896, J. Tousignant, Mendota.....			\$5.00

SWEEPSTAKES.

	1st Prem.	2d Prem.	3d Prem.
Pair of grade geldings or mares, or mare and gelding, weighing 3,000 pounds or over, to be shown in harness to wagon, Peter Rae, Elkhorn, Wis.....	\$25.00		
Pair of grade geldings or mares, or mare and gelding, weighing 3,000 pounds or over, to be shown in harness to wagon, Samuel Roe, Minnesota Transfer.....		\$15.00	
Pair of grade geldings or mares, or mare and gelding, weighing 3,000 pounds or over, to be shown in harness to wagon, Harrison & Wood, Minnesota Transfer.....			\$10.00

Class 19.—Ponies.

(Not to exceed 13 hands high.)

Herd of ponies, five or more, owned by one individual, The Wilcox Co., Hugo.....	\$25.00
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Class 20.—Jacks and Mules.

(No entries.)

REPORT OF SUPERINTENDENT OF DIVISION B.

WM. M. LIGGETT, SUPERINTENDENT.

To the Honorable Members of the Board of Managers of the State Agricultural Society,

Gentlemen: I have the honor to herewith submit my report of Division B, Cattle Department, for 1896. There were 426 entries for exhibition; 23 commended ribbons were given, 16 diplomas, and 211 cash premiums, amounting to \$4,211. Competition in nearly all the classes was strong. It required careful judgment to rightfully select the winners.

The exhibit in both dairy and beef breeds was this year of an unquestionably high order. There were in beef breeds seven herds competing for sweepstakes (in breeds), one Shorthorn herd from Minnesota; one Hereford herd from Missouri and one from Iowa; one Galloway herd from Illinois; one herd of Polled Angus from Missouri, one from Iowa and one from Illinois.

While the exhibit was good in 1895, taking it as a whole, the exhibit this year in beef was better and greatly the superior of former years, at least in two particulars—first, the evidence of skillful breeding that was stamped upon many of the animals; second, their suitability to the changed conditions of the market. Evidence of skillful breeding was shown in various ways in the conformity of the types of the true beef ideal. The majority of the individuals were of the low-set, compact, blocky types; they were deep and thick and stood on short limbs. Their backs were broad from end to end and well covered with mellow flesh; they were massive in the breast and were equally filled out in the hind quarters, deep in the flanks and free from patchiness in a remarkable degree. Such animals are easy feeders; they furnish meat that is eminently satisfactory on the block and table.

These evidences were further manifested in the near resemblance which the individuals in several of the herds bore to one another. No higher evidence can be given of the knowledge and skill possessed by a breeder than is furnished by the fact that his animals resemble one another, when linked with the further fact that they are also possessed of a high individual merit. No man can breed such animals who does not understand what the type ought to be and who has not sufficient knowledge of how to select prepotent sires that will beget such animals.

There was a marked adaptation in several of the herds to the present requirement of the markets. The best specimens were nearly all young; they were smooth and plump and carried a large amount of flesh where it was most wanted. Any butcher conversant with the demands of the market at the present time could have purchased the larger portion of the animals on exhibition without fear that the carcass would prove a drug upon his hands when exposed for sale.

The interest taken in these animals in their classes by the farmers and in the judging was gratifying. The stables were generally crowded with visitors. There was also a good attendance of our farmers around the show rings, and if we could have had our amitheater hall, that I so strongly recommended last year, where our people could see, inspect and make comparisons, it is my belief, as then stated, that we would have had thousands to have witnessed the exhibits instead of hundreds. These exhibits are educational. Much time and thought as well as money is expended to secure these specimens, and adequate provisions should be made for the accommodation of the public. With such animals as were present in the show rings, with such object lessons as to what beef cattle should be, it would repay every farmer in Minnesota to inspect them.

I wish to urge the farmers of Minnesota to at least make a beginning in this direction. To breed beef animals for the market, they must be bred on lines similar to those adopted by the exhibitors at our state fair if they are to take high rank in the market. In this state, with its almost endless food production, it should furnish more exhibits in the line of beef cattle at our state fairs. More interest should be manifested in these lines. I must urge upon our farmers to give more attention to this question of beef raising, if we are to make the most of our resources. It can be made profitable without any question if the work is properly done, but to be attended with the highest success, good pure bred sires must be used. Our natural conditions are most favorable to growing beef; of this the evidences abound. The climate is healthy; water is plentiful and pure. Our winters are somewhat cold, but steady and dry. In many parts of the state grasses grow plentifully, and in all parts of the state there is no end to the forage crops that may be grown. Wheat in any quantity to furnish bran; oats, barley, and all first-class foods for growing beef are always plentiful. Corn in the ear and also in the stalk can be produced in great quantities. Sorghum grows well, and in no state probably can flax be grown to better advantage to furnish oil meal, which is so helpful in beef-making in all of its stages. There are thousands of acres of grass that go to waste each season and are burned off in the fall. Most seasons, especially in the northwestern portion of the state, wild hay is abundant and could be fed profitably to cattle.

It is true young animals are being raised in the state, but generally sold while young to be grown in other states to the west and south of us. The farmers who raise them only get a small price. Money cannot be made by such a course. How much better it would be in every way to use better bulls in order to get better calves and then feed those calves until at least two and a half years old, when, in good condition, put them on the market at a season of the year when meat is almost certain to bring a good price.

The different dairy breeds are not exhibited in competition. A third cash premium is added to the classes. Three prizes are offered for herds—first, second and third in each of the classes. The dairy herds are more numerous represented by Minnesota breeders than the beef breeds. There were before the judges six Jersey herds, three Guernsey, two Holstein, two Brown Swiss, one Ayrshire and one Dutch Belt; also, herds of grades of dairy breeds exhibited by farmers—the best exhibit in this class that we ever had.

The exhibit was eminently satisfactory, and in most of the classes the exhibit was an excellent illustration of the rapid strides the dairy industry is making in the Northwest. The uniform excellence of the stock showed that the breeders of dairy stock pay more attention to the development of animals especially adapted for the work which is expected of them than the development of mere fancy points. It is becoming evident that utility is the standard of our breeders of dairy stock. The time was when smooth, well rounded forms, a level back and shapely horn, sleek coat and fancy color

counted for more in the show ring than well developed udders and deep, capacious bodies, but under the white heat of dairy stock investigation, a standard of real excellence has been evolved which uniformly places the awards with the animals which have reached the highest degree of usefulness in the dairy. This is exceedingly gratifying, as it gives satisfaction to the exhibitors, and also is educational to the large numbers who come to view the stock for the purpose of ascertaining the kind and type of animals that are best adapted for the dairy.

Minnesota is destined to soon become one of the foremost dairy states, and the valuable information obtained by our farmers at these annual exhibits will enable them to make wise selections of breeding animals and improve their dairy stock.

The uniformity in type of the stock exhibited manifests a most thorough understanding on the part of the breeders as to what is needed in the dairy animal. What has been stated regarding our foods for making beef can be said of the dairy. Our farmers are fortunate in having a soil and climate which enables them to grow large quantities of food at little cost. If they will increase their herds with improved dairy stock, they can convert their crops into dairy products and realize more than double the amount than by selling the food in the market. Corn fodder can be grown in great quantities. It is not only good food, but can be produced cheaply, and the cultivation of it prepares the ground for other crops to follow. The increased yield of grain will pay the cultivation.

The entire exhibit was a most creditable one. The exhibitors were all satisfied with their treatment, which is most gratifying. I must urge again the importance of our amphitheater hall and recommend that the secretary be instructed to secure some plans during the winter in view of the construction of a building that will meet the urgent demands of the visitors who attend our stock exhibitions.

Respectfully submitted,

WM. M. LIGGETT,
Superintendent of Division B.

DIVISION B.—CATTLE.

Premiums awarded..... \$4,211.00

W. M. Liggett, St. Anthony Park, Superintendent.
Geo. A. Cobb, Minneapolis, Assistant Superintendent.

B. R. Pierce, Thos. Shaw, and Chas. Kerr, Judges of Classes 21, 22, 23, 24, 30, 31, 32, 33, 34, 35, 36, 37, and 38.
Ove Flaten, Judge of Classes 25, 26, 27, 28, and 29.

Class 21.—Shorthorn.

	1st	2d
	Prem.	Prem.
Bull, three years old or over, H. F. Brown, Minneapolis.....	\$15.00	Com.
Bull, three years old or over, C. E. Clark, St. Cloud.....		\$10.00
Bull, one year old and under two, C. E. Clark, St. Cloud.....	15.00	10.00
Bull, one year old and under two, H. F. Brown, Minneapolis.....	Com.	
Bull calf, under one year and over four months, H. F. Brown, Minneapolis	10.00	
Bull calf, under one year and over four months, C. E. Clark, St. Cloud..		5.00
Cow, three years old or over, H. F. Brown, Minneapolis.....	15.00	10.00
Heifer, two years old and under three, H. F. Brown, Minneapolis.....	15.00	10.00
Heifer, one year old and under two, H. F. Brown, Minneapolis.....	15.00	10.00
Heifer, one year old and under two, C. E. Clark, St. Cloud.....	Com.	

	1st Prem.	2d Prem.
Helper calf, under one year old and over four months, H. F. Brown, Minneapolis	\$10.00	\$5.00
Helper calf, under one year old and over four months, C. E. Clark, St. Cloud	Com.	

HERDS.

(Owned by Exhibitor.)

Herd young cattle, to consist of one bull and four females under two years old (females bred by exhibitor), H. F. Brown, Minneapolis.....	25.00
Get of one sire, four animals of either sex, H. F. Brown, Minneapolis..	25.00

Class 22.—Hereford.

Bull, three years old or over, Geo. S. Redhead, Des Moines, Iowa.....	\$15.00	
Bull, two years old and under three, T. F. B. Sotham, Chillicothe, Mo..	15.00	
Bull, one year old and under two, T. F. B. Sotham, Chillicothe, Mo.....	15.00	
Bull calf, under one year and over four months, T. F. B. Sotham, Chillicothe, Mo.....	10.00	
Bull calf, under one year and over four months, Geo. S. Redhead, Des Moines, Iowa.....	Com.	\$5.00
Cow, three years old or over, Geo. S. Redhead, Des Moines, Iowa.....	15.00	
Cow, three years old or over, T. F. B. Sotham, Chillicothe, Mo.....		10.00
Heifer, two years old and under three, T. F. B. Sotham, Chillicothe, Mo.	15.00	
Heifer, two years old and under three, Geo. S. Redhead, Des Moines, Iowa		10.00
Heifer, one year old and under two, T. F. B. Sotham, Chillicothe, Mo...	15.00	Com.
Heifer, one year old and under two, Geo. S. Redhead, Des Moines, Iowa		10.00
Helper calf, under one year and over four months, Geo. S. Redhead, Des Moines, Iowa.....	10.00	5.00
Helper calf, under one year and over four months, T. F. B. Sotham, Chillicothe, Mo.....	Com.	

HERDS.

(Owned by Exhibitor.)

Herd young cattle, to consist of one bull and four females under two years old (females bred by exhibitor), T. F. B. Sotham, Chillicothe, Mo.	25.00
Get of one sire, four animals of either sex, T. F. B. Sotham, Chillicothe, Mo.	25.00

SPECIAL PREMIUMS OFFERED BY THE AMERICAN HEREFORD CATTLE BREEDERS' ASSOCIATION.

	1st Prem.	2d Prem.	3d Prem.
Bull, three years old or over, Geo. S. Redhead, Des Moines, Iowa	\$7.00		
Bull, two years old and under three, T. F. B. Sotham, Chillicothe, Mo.....	7.00		
Bull, one year old and under two, T. F. B. Sotham, Chillicothe, Mo.	6.00		
Bull, under one year old, T. F. B. Sotham, Chillicothe, Mo.....	6.00		
Bull, under one year old, Geo. S. Redhead, Des Moines, Iowa....		\$4.00	\$2.00
Cow, three years old or over, Geo. S. Redhead, Des Moines, Iowa	7.00		
Cow, three years old or over, T. F. B. Sotham, Chillicothe, Mo...		4.00	
Heifer, two years old and under three, T. F. B. Sotham, Chillicothe, Mo.....	7.00		
Heifer, two years old and under three, Geo. S. Redhead, Des Moines, Iowa.....		4.00	
Heifer, one year old and under two, T. F. B. Sotham, Chillicothe, Mo.	6.00		2.00

	1st Prem.	2d Prem.	3d Prem.
Heifer, one year old and under two, Geo. S. Redhead, Des Moines, Iowa		\$4.00	
Heifer, under one year old, Geo. S. Redhead, Des Moines, Iowa..	\$6.00	4.00	
Heifer, under one year old, T. F. B. Sotham, Chillicothe, Mo....			\$2.00

Animals to be eligible to compete for these premiums must be recorded in the American Hereford Record.

C. R. THOMAS, Secretary.

Class 23.—Aberdeen Angus.

	1st Prem.	2d Prem.
Bull, three years old or over, Edwin Reynolds & Son, Prophetstown, Ill.	\$15.00	
Bull, three years old or over, W. A. McHenry, Denison, Iowa.....		\$10.00
Bull, two years old and under three, Wallace Estill, Estill, Mo.....	15.00	10.00
Bull, one year old and under two, Wallace Estill, Estill, Mo.....	15.00	
Bull, one year old and under two, W. A. McHenry, Denison, Iowa.....		10.00
Bull, one year old and under two, Edwin Reynolds & Son, Prophetstown, Ill.	Com.	
Bull calf, under one year and over four months, Wallace Estill, Estill, Mo.	10.00	
Bull calf, under one year and over four months, Edwin Reynolds & Son, Prophetstown, Ill.....		5.00
Bull calf, under one year and over four months, W. A. McHenry, Deni- son, Iowa.....	Com.	
Cow, three years old or over, Edwin Reynolds & Son, Prophetstown, Ill.	15.00	
Cow, three years old or over, W. A. McHenry, Denison, Iowa.....		10.00
Cow, three years old or over, Wallace Estill, Estill, Mo.....	Com.	
Heifer, two years old and under three, Wallace Estill, Estill, Mo.....	15.00	
Heifer, two years old and under three, W. A. McHenry, Denison, Iowa..	Com. &	10.00
Heifer, one year old and under two, Wallace Estill, Estill, Mo.....	15.00	
Heifer, one year old and under two, W. A. McHenry, Denison, Iowa....	Com. &	10.00
Heifer calf, under one year and over four months, Wallace Estill, Estill, Mo.	10.00	5.00
Heifer calf, under one year and over four months, Edwin Reynolds & Son, Prophetstown, Ill.....	Com.	

HERDS.

(Owned by Exhibitor.)

Herd young cattle, to consist of one bull and four females under two years old (females bred by exhibitor), Wallace Estill, Estill, Mo.....	25.00
Get of one sire, four animals of either sex, Wallace Estill, Estill, Mo....	25.00

THE AMERICAN ABERDEEN ANGUS BREEDERS' ASSOCIATION SPECIAL.

This association gave a premium of \$100 each for aged and young "grand sweepstakes" pure bred Aberdeen-Angus herds, and in addition duplicated premium in "grand sweepstakes by ages," won by pure Aberdeen-Angus animals.

Class 24.—Galloway.

Bull, three years old or over, S. P. Clarke, Dover, Ill.....	\$15.00	
Bull, two years old and under three, S. P. Clarke, Dover, Ill.....	15.00	
Bull, one year old and under two, S. P. Clarke, Dover, Ill.....	15.00	\$10.00
Bull calf, under one year and over four months, S. P. Clarke, Dover, Ill.	10.00	5.00
Cow, three years old or over, S. P. Clarke, Dover, Ill.....	15.00	10.00
Heifer, two years old and under three, S. P. Clarke, Dover, Ill.....	15.00	10.00
Heifer, one year old and under two, S. P. Clarke, Dover, Ill.....	15.00	10.00
Heifer calf, under one year old and over four months, S. P. Clarke, Dover, Ill.....	10.00	5.00

HERDS.

(Owned by Exhibitor.)

	1st Prem.	2d Prem.
Herd young cattle, to consist of one bull and four females under two years old (females bred by exhibitor), S. P. Clarke, Dover, Ill.....	\$25.00	
Get of one sire, four animals of either sex, S. P. Clarke, Dover, Ill.....	25.00	

Class 25.—Devon.

(No entries.)

Class 26.—Red Polled.

(No entries.)

Class 27.—Ayrshire.

Bull, three years old or over, F. Tschudy & Son, Monroe, Wis.....	\$15.00	
Bull, two years old and under three, F. Tschudy & Son, Monroe, Wis....	15.00	
Cow, three years old or over, F. Tschudy & Son, Monroe, Wis.....	15.00	\$10.00
Heifer, two years old and under three, F. Tschudy & Son, Monroe, Wis.	15.00	10.00
Heifer, one year old and under two, F. Tschudy & Son, Monroe, Wis....	15.00	
Heifer calf, under one year and over four months, F. Tschudy & Son, Monroe, Wis.....	10.00	5.00

Class 28.—Holstein.

	1st Prem.	2d Prem.	3d Prem.
Bull, three years old or over, W. B. Barney, Hampton, Iowa.....	\$15.00		
Bull, three years old or over, E. F. Irwin, Richfield Center.....		\$10.00	
Bull, one year old and under two, W. B. Barney, Hampton, Iowa	15.00		
Bull, one year old and under two, E. F. Irwin, Richfield Center..		10.00	
Bull calf, under one year and over four months, W. B. Barney, Hampton, Iowa.....	10.00		\$3.00
Bull calf, under one year and over four months, E. F. Irwin, Richfield Center.....		5.00	
Cow, three years old or over, E. F. Irwin, Richfield Center.....	15.00		
Cow, three years old or over, W. B. Barney, Hampton, Iowa....		10.00	5.00
Heifer, two years old and under three, W. B. Barney, Hampton, Iowa	15.00		5.00
Heifer, two years old and under three, E. F. Irwin, Richfield Center		10.00	
Heifer, one year old and under two, W. B. Barney, Hampton, Iowa	15.00		
Heifer, one year old and under two, E. F. Irwin, Richfield Center		10.00	5.00
Heifer calf, under one year and over four months, E. F. Irwin, Richfield Center.....	10.00		
Heifer calf, under one year and over four months, W. B. Barney, Hampton, Iowa.....		5.00	3.00

HERDS.

(Owned by Exhibitor.)

Herd young cattle, to consist of one bull and four females under two years old (females bred by exhibitor), W. B. Barney, Hampton, Iowa.....	25.00
Get of one sire, four animals of either sex, E. F. Irwin, Richfield Center	25.00
Herd, to consist of one bull and four females of any age, W. B. Barney, Hampton, Iowa.....	100.00
Herd, to consist of one bull and four females of any age, E. F. Irwin, Richfield Center.....	50.00

Class 29.—Jersey.

	1st Prem.	2d Prem.	3d Prem.
Bull, three years old or over, R. S. Kingman, Sparta, Wis.....	\$15.00		
Bull, three years old or over, F. H. Merrill, Portage, Wis.....		\$10.00	
Bull, three years old or over, W. A. Gordon, Grand Forks, N. D..			\$5.00
Bull, two years old and under three, F. H. Merrill, Portage, Wis.	15.00		
Bull, two years old and under three, La Veta Jersey Cattle Co., Topeka, Kan.....		10.00	
Bull, two years old and under three, W. A. Gordon, Grand Forks, N. D.....			5.00
Bull, one year old and under two, R. S. Kingman, Sparta, Wis...	15.00		
Bull, one year old and under two, La Veta Jersey Cattle Co., To- peka, Kan.....		10.00	
Bull, one year old and under two, F. H. Merrill, Portage, Wis...			5.00
Bull calf, under one year and over four months, R. S. Kingman, Sparta, Wis.....	10.00		
Bull calf, under one year and over four months, F. H. Merrill, Portage, Wis.....		5.00	
Bull calf, under one year and over four months, W. A. Gordon, Grand Forks, N. D.....			3.00
Cow, three years old or over, R. S. Kingman, Sparta, Wis.....	15.00		
Cow, three years old or over, W. A. Gordon, Grand Forks, N. D..		10.00	
Cow, three years old or over, F. H. Merrill, Portage, Wis.....			5.00
Heifer, two years old and under three, F. H. Merrill, Portage, Wis.	15.00		
Heifer, two years old and under three, W. A. Gordon, Grand Forks, N. D.....		10.00	
Heifer, two years old and under three, R. S. Kingman, Sparta, Wis.			5.00
Heifer, one year old and under two, F. H. Merrill, Portage, Wis.	15.00		
Heifer, one year old and under two, La Veta Jersey Cattle Co., Topeka, Kan.....		10.00	
Heifer, one year old and under two, R. S. Kingman, Sparta, Wis.			5.00
Heifer calf, under one year and over four months, W. A. Gordon, Grand Forks, N. D.....	10.00		
Heifer calf, under one year and over four months, La Veta Jer- sey Cattle Co., Topeka, Kan.....		5.00	
Heifer calf, under one year and over four months, F. H. Merrill, Portage, Wis.....			3.00

HERDS.

(Owned by Exhibitor.)

Herd young cattle, to consist of one bull and four females under two years old (females bred by exhibitor), F. H. Merrill, Port- age, Wis.....	25.00
Get of one sire, four animals of either sex, F. H. Merrill, Port- age, Wis.....	25.00
Herd, to consist of one bull and four females of any age, R. S. Kingman, Sparta, Wis.....	100.00
Herd, to consist of one bull and four females of any age, F. H. Merrill, Portage, Wis.....	50.00
Herd, to consist of one bull and four females of any age, W. A. Gordon, Grand Forks, N. D.....	25.00

Class 30.—Guernsey.

Bull, three years old or over, W. R. Merriam, St. Paul.....	\$15.00
Bull, three years old or over, C. E. Clark, St. Cloud.....	\$10.00
Bull, two years old and under three, C. E. Clark, St. Cloud.....	15.00
Bull, two years old and under three, W. D. Richardson, Garden City	10.00

	1st Prem.	2d Prem.	3d Prem.
Bull, one year old and under two, The Wilcox Co., Hugo.....	\$15.00	\$10.00	
Bull, one year old and under two, W. D. Richardson, Garden City			\$5.00
Bull calf, under one year and over four months, W. D. Richardson, Garden City.....	10.00		
Bull calf, under one year and over four months, W. R. Merriam, St. Paul.....		5.00	
Bull calf, under one year and over four months, The Wilcox Co., Hugo			3.00
Cow, three years old or over, W. R. Merriam, St. Paul.....	15.00		
Cow, three years old or over, W. D. Richardson, Garden City....		10.00	5.00
Heifer, two years old and under three, W. R. Merriam, St. Paul.	15.00		5.00
Heifer, two years old and under three, W. D. Richardson, Garden City		10.00	
Heifer, one year old and under two, W. R. Merriam, St. Paul....	15.00		
Heifer, one year old and under two, W. D. Richardson, Garden City		10.00	5.00
Heifer calf, under one year and over four months, W. D. Richardson, Garden City.....	10.00	5.00	
Heifer calf, under one year and over four months, C. E. Clark, St. Cloud.....			3.00

HERDS.

(Owned by Exhibitor.)

Herd young cattle, to consist of one bull and four females under two years old (females bred by exhibitor), W. D. Richardson, Garden City.....	25.00		
Get of one sire, four animals of either sex, W. D. Richardson, Garden City.....	25.00		
Herd to consist of one bull and four females of any age, W. R. Merriam, St. Paul.....	75.00		
Herd to consist of one bull and four females of any age, W. D. Richardson, Garden City.....		50.00	
Herd to consist of one bull and four females of any age, C. E. Clark, St. Cloud.....			25.00

Class 31.—Brown Swiss and Dutch Belt.

Brown Swiss.

	1st Prem.	2d Prem.
Bull, three years old or over, F. A. Squires, Blue Earth City.....	\$15.00	
Bull, two years old and under three, J. W. Squires, Blue Earth City....	15.00	
Bull, one year old and under two, F. A. Squires, Blue Earth City.....	15.00	\$10.00
Bull calf, under one year and over four months, J. W. Squires, Blue Earth City.....	10.00	
Bull calf, under one year and over four months, F. A. Squires, Blue Earth City.....		5.00
Cow, three years old or over, F. A. Squires, Blue Earth City.....	15.00	10.00
Heifer, two years old and under three, F. A. Squires, Blue Earth City..	15.00	10.00
Heifer, one year old and under two, F. A. Squires, Blue Earth City....	15.00	
Heifer, one year old and under two, J. W. Squires, Blue Earth City....		10.00
Heifer calf, under one year and over four months, F. A. Squires, Blue Earth City.....	10.00	5.00

HERDS.

(Owned by Exhibitor.)

	1st Prem.	2d Prem.	3d Prem.
Herd of young cattle, to consist of one bull and four females under two years of age (females bred by exhibitor), F. A. Squires, Blue Earth City.....	\$25.00		

	1st Prem.	2d Prem.	3d Prem.
Get of one sire, four animals of either sex, F. A. Squires, Blue Earth City	\$25.00		
Herd to consist of one bull and four females of any age, F. A. Squires, Blue Earth City.....	75.00		
Herd to consist of one bull and four females of any age, J. W. Squires, Blue Earth City.....		\$50.00	

Dutch Belt.

	1st Prem.	2d Prem.
Bull, three years old or over, Miller Bros, Topeka, Kan.....	\$15.00	
Bull, one year old and under two, Miller Bros, Topeka, Kan.....	15.00	
Cow, three years old or over, Miller Bros., Topeka, Kan.....	15.00	\$10.00
Heifer, two years old and under three, Miller Bros., Topeka, Kan.....	15.00	
Heifer calf, under one year and over four months, Miller Bros., Topeka, Kan.	10.00	

HERDS.

(Owned by Exhibitor.)

Get of one sire, four animals of either sex, Miller Bros, Topeka, Kan....	25.00
Herd to consist of one bull and four females of any age, Miller Bros., Topeka, Kan.....	50.00

Class 32.—Fat Steers and Heifers.

Fat steer or heifer, two years old, Staples & King, West St. Paul.....	\$15.00	\$10.00
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Cosgrove Live Stock Co., Le Sueur, Minn., offer for best herd of fat steers, provided it be won by grade Herefords, one registered Hereford bull calf; and \$25 in gold extra if the steers winning the premium are by a bull bought of Cosgrove Live Stock Co.

(No entries.)

Class 33.—Herd, Grand Sweepstakes, Any Breed.

(Herd shall consist of one bull and four females.)

Young herd (beef breed) under two years old, owned and females bred by exhibitor, Wallace Estill, Estill, Mo.....	\$50.00	
Young herd (beef breed) under two years old, owned and females bred by exhibitor, W. A. McHenry, Denison, Iowa.....		\$25.00
Young herd (beef breed) under two years old, owned and females bred by exhibitor, T. F. B. Sotham, Chillicothe, Mo.....	Com.	
Get of one bull owned by exhibitor (beef breed) four or more of any age or sex, T. F. B. Sotham, Chillicothe, Mo.....	50.00	
Get of one bull owned by exhibitor (beef breed) four or more of any age or sex, Wallace Estill, Estill, Mo.....		25.00
Get of one bull owned by exhibitor (beef breed) four or more of any age or sex, W. A. McHenry, Denison, Iowa.....	Com.	

Class 34.—Herd Sweepstakes, Any Breed.

(Herd shall consist of one bull, in beef breed only, any age, and four females, of graded ages.)

(Entrance fee ten per cent of first money.)

	1st Prem.	2d Prem.	3d Prem.	4th Prem.
Herd of cattle (beef breed) belonging to one individual or firm, any breed, H. F. Brown, Minneapolis.....	\$250.00			

	1st Prem.	2d Prem.	3d Prem.	4th Prem.
Herd of cattle (beef breed) belonging to one individual or firm, any breed, Wallace Estill, Estill, Mo.....		\$150.00		
Herd of cattle (beef breed) belonging to one individual or firm, any breed, T. F. B. Sotham, Chillicothe, Mo....			\$100.00	
Herd of cattle (beef breed) belonging to one individual or firm, any breed Edwin Reynolds & Son, Prophetstown, Ill.				\$50.00

Class 35.—Beef Breeds, by Ages.

(Entrance fee ten per cent of first money.)

Bull, three years old or over, H. F. Brown, Minneapolis.....	\$25.00
Bull, two years old and under three, Wallace Estill, Estill, Mo.....	25.00
Bull, one year old and under two, Wallace Estill, Estill, Mo.....	25.00
Bull calf, under one year old and over four months, T. F. B. Sotham, Chillicothe, Mo.....	25.00
Cow, three years old or over, H. F. Brown, Minneapolis.....	25.00
Heifer, two years old and under three, H. F. Brown, Minneapolis.....	25.00
Heifer, one year old and under two, Wallace Estill, Estill, Mo.....	25.00
Heifer calf, under one year old and over four months, Wallace Estill, Estill, Mo.	25.00

BREEDERS' STAKE.

For the best beef herd of cattle, six in number, two years old or under, of any breed or sex, owned and bred by the exhibitor. Conditions: One hundred dollars entrance fee and one hundred dollars added by the society. The whole amount of the stake to be divided as follows:

To the best lot, 50 per cent of the stake, Wallace Estill, Estill, Mo., first, \$250.

To the second best lot, 25 per cent of the stake, T. F. B. Sotham, Chillicothe, Mo., second, \$125.00.

To the third best lot, 15 per cent of the stake, H. F. Brown, Minneapolis, third, \$75.

To the fourth best lot, 10 per cent of the stake, Edwin Reynolds & Son, Prophetstown, Ill., fourth, \$50.

Class 36.—Grand Sweepstakes.

The following premiums will be given to Shorthorn, Hereford, Aberdeen, Galloway, Polled, Holstein, Jersey, Swiss, Dutch Belt and Guernsey:

Best male of any age, Shorthorn, H. F. Brown, Minneapolis.....	Diploma.
Best male of any age, Holstein, W. B. Barney, Hampton, Iowa.....	Diploma.
Best male of any age, Jersey, F. H. Merrill, Portage, Wis.....	Diploma.
Best male of any age, Guernsey, C. E. Clark, St. Cloud.....	Diploma.
Best female of any age, Shorthorn, H. F. Brown, Minneapolis.....	Diploma.
Best female of any age, Holstein, E. F. Irwin, Richfield Center.....	Diploma.
Best female of any age, Jersey, W. A. Gordon, Grand Forks, N. D.....	Diploma.
Best female of any age, Guernsey, C. E. Clark, St. Cloud.....	Diploma.

GRADE CATTLE.

(All importers of pure bred cattle barred.)

Class 37.—Beef Breeds.

(No entries.)

Class 38.—Dairy or Milk Breeds.

	1st Prem.	2d Prem.
Cow, three years old or over, A. C. Bruce, Rosemount.....	\$15.00	
Cow, three years old or over, W. A. Gordon, Grand Forks, N. D.....		\$10.00
Heifer, two years old and under three, A. C. Bruce, Rosemount.....	15.00	
Heifer, two years old and under three, E. F. Irwin, Richfield Center....		10.00
Heifer, one year old and under two, E. F. Irwin, Richfield Center.....	10.00	
Heifer, one year old and under two, W. A. Gordon, Grand Forks, N. D..		5.00
Heifer calf, under one year and over four months, E. F. Irwin, Richfield Center	8.00	
Heifer calf, under one year and over four months, W. A. Gordon, Grand Forks, N. D.....		5.00

SWEEPSTAKES.

Best four females, any age, E. F. Irwin, Richfield Center.....	25.00	
Best four females, any age, W. A. Gordon, Grand Forks, N. D.....		15.00

REPORT OF SUPERINTENDENT OF SHEEP AND SWINE.

J. H. LETSON, SUPERINTENDENT.

Alexandria, Minn., Dec. 1, 1896.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: In presenting to you my report for the department of sheep and swine for the thirty-seventh annual state fair held August 31 to Sept. 5, 1896, permit me to thank you for adopting my suggestion of last year for separate premiums for Minnesota bred sheep. The plan proved successful beyond my expectations. The exhibits of sheep, which had been steadily decreasing, showed a marked increase over the preceding year, and the increase was in Minnesota sheep, which far exceeded in number the foreign bred sheep. As explained last year, it is unfair to ask Minnesota breeders to come into competition with foreign breeders. They have not yet acquired the flocks nor has the raising of sheep yet gained the importance which makes possible the facilities for caring for individual animals to properly fit them for exhibition. Moreover, they have still to learn the proper development and treatment to so fit them. However, I believe this fair has been of great value in this way. This increased number of state exhibitors learned much that will be of great value in preparing their exhibits for the next fair, and they certainly should feel encouraged, as this year they captured prizes even in competition with outside breeders, and showed some splendid individuals.

No Minnesotan who has any fine sheep need hesitate to enter them. He will have an equal chance with his neighbors, and will find a decided profit even in the increased interest it will arouse in himself and the knowledge he will gain by being directly in the competition. Another advantage gained by making Minnesota bred sheep a separate class is a fuller and fairer competition. A marked drawback to a full and increasing exhibition of foreign bred sheep, which has greatly affected this department and lessened the interest in it, as well as its value, is the growing tendency among outside breeders not to compete with each other. A systematic plan is growing among them to divide up the fairs, no two breeders of the same kind of sheep showing in the same state. In this way the full pen of any breed takes all the premiums, and a man by bringing a very few animals may go home with a purse full beyond all comparison to the advantage he has brought to the fair. I would recommend, therefore, that increased facilities and inducements be offered to Minnesota breeders, and if foreign breeders persist in avoiding legitimate competition, then that the superintendent of the division be empow-

ered to arrange for an exhibit of the best in any breed, where necessary, at a fixed compensation covering expense, but not reaching a fat premium as now. The largest exhibit of foreign sheep was from Wisconsin, and one pen, just imported, came from Quebec.

Professor Shaw of the Experimental Farm acted as judge for this department, and his services were of great value, outside of his merely official functions, in the information he gave breeders as to where their individual sheep excelled or were wanting, and in many other ways. Another great advantage to exhibitors is in the number of animals sold by them to visitors at the fair. One exhibitor sold not less than twenty sheep from his exhibit, and others did proportionately as well.

Of the department of swine there is little to say except to express renewed satisfaction with the size and excellence of the exhibits. They were more numerous than ever, and Minnesota easily holds her own with the world in fair and open competition. The only need here is added accommodations. A few more pens are needed, as this year we had to encroach upon the space allotted to sheep. There were more Minnesota bred swine shown than from outside states, and the Minnesota exhibits took largely over one-half the premiums. As stated last year, the prize winners were not by any means the same as in previous years. New breeders and new animals win success each year, and so widespread is the knowledge of this industry of swine raising in Minnesota, that the successful exhibits may come from any part of the state. No breeder has any surety of success, and no breeder need hesitate to enter for competition. That the fairs have been of great educational value to Minnesota farmers is clearly shown in this department. That breeders learn from what they see here is evident in the increased excellence of the exhibits from year to year of the same breeders, and in the constantly increasing number of the exhibitors, as well as the increasing extent of territory covered. Here the same privilege should be given as with sheep, and where some breed not seemingly popular with breeders is shown by only one exhibitor, he should get a set reward and not a full list of premiums. In this department Mr. H. F. Long was engaged by me as judge and acted throughout the fair. He and Mr. Shaw were constantly in attendance. They never had to be hunted for and they added much to the success of this department; their explanations and talks being as valuable as institute lectures, with the best subjects in the world before them and their hearers.

The entire expense of judges, superintendents and attendants for this department was but \$100.

J. H. LETSON.

Superintendent Sheep and Swine.

DIVISION C.—SHEEP.

J. H. Letson, Alexandria, Superintendent.

Frank Stevens, Alexandria, Assistant Superintendent.

Premiums awarded..... \$850.00

Judge, Thomas Shaw.

Class 39.—Merino.

FRENCH OR SPANISH.

	1st Prem.	2d Prem.
Ram, two years old or over, T. N. Porter, Rochester.....	\$10.00	\$5.00
Ram, one year old, T. N. Porter, Rochester.....	10.00	5.00
Ram lamb, T. N. Porter, Rochester.....	8.00	4.00
Ewe, two years old or over, T. N. Porter, Rochester.....	10.00	5.00
Ewe, one year old, T. N. Porter, Rochester.....	10.00	5.00
Ewe lamb, T. N. Porter, Rochester.....	5.00	3.00

FLOCK.

	1st Prem.	2d Prem.
One ram, any age; one ewe, two years old or over; one ewe, one year old and under two; one ewe lamb under one year old, T. N. Porter, Rochester	15.00	10.00

SWEEPSTAKES.

One ram, any age, T. N. Porter, Rochester.....	5.00
One ewe, any age, T. N. Porter, Rochester.....	5.00

Class 40.—Cotswold.

Ram, two years old or over, Geo. Harding & Son, Waukesha, Wis.....	\$10.00	\$5.00
Ram, one year old, Geo. Harding & Son, Waukesha, Wis.....	10.00	5.00
Ram lamb, Geo. Harding & Son, Waukesha, Wis.....	8.00	
Ram lamb, G. F. Davis & Co., Dyer, Ind.....		4.00
Ewe, two years old or over, Geo. Harding & Son, Waukesha, Wis.....	10.00	5.00
Ewe, one year old, Geo. Harding & Son, Waukesha, Wis.....	10.00	5.00
Ewe lamb, Geo. Harding & Son, Waukesha, Wis.....	5.00	3.00

FLOCK..

Ram and three ewes (see Merinos), Geo. Harding & Son, Waukesha, Wis.	15.00	10.00
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SWEEPSTAKES.

One ram, any age, Geo. Harding & Son, Waukesha, Wis.....	5.00
One ewe, any age, Geo. Harding & Son, Waukesha, Wis.....	5.00

Class 41.—Oxford Down.

Ram, two years old or over, Geo. McKerrow, Sussex, Wis.....	\$10.00	\$5.00
Ram, one year old, Geo. McKerrow, Sussex, Wis.....	10.00	5.00
Ram lamb, Geo. McKerrow, Sussex, Wis.....	8.00	4.00
Ewe, two years old or over, Geo. McKerrow, Sussex, Wis.....	10.00	5.00
Ewe, one year old, Geo. McKerrow, Sussex, Wis.....	10.00	5.00
Ewe lamb, Geo. McKerrow, Sussex, Wis.....	5.00	3.00

FLOCK.

Ram and three ewes (see Merinos), Geo. McKerrow, Sussex, Wis.....	15.00	10.00
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SWEEPSTAKES.

One ram, any age, Geo. McKerrow, Sussex, Wis.....	5.00
One ewe, any age, Geo. McKerrow, Sussex, Wis.....	5.00

Class 42.—Leicester and Lincoln.

Ram, two years old or over, Geo. Harding & Son, Waukesha, Wis.....	\$10.00	\$5.00
Ram, one year old, Geo. Harding & Son, Waukesha, Wis.....	10.00	
Ram, one year old, G. F. Davis & Co., Dyer, Ind.....		5.00
Ram lamb, Harding & Son, Waukesha, Wis.....	8.00	4.00
Ewe, two years old or over, Geo. Harding & Son, Waukesha, Wis.....	10.00	5.00
Ewe, one year old, Geo. Harding & Son, Waukesha, Wis.....	10.00	5.00
Ewe lamb, Geo. Harding & Son, Waukesha, Wis.....	5.00	3.00

FLOCK.

Ram and three ewes (see Merinos), Geo. Harding & Son, Waukesha, Wis.	15.00	10.00
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SWEEPSTAKES.

One ram, any age, Geo. Harding & Son, Waukesha, Wis.....	5.00
One ewe, any age, Geo. Harding & Son, Waukesha, Wis.....	5.00

Class 43.—Shropshire Down.

	1st Prem.	2d Prem.
Ram, two years old or over, A. C. Bruce, Rosemount.....	\$10.00	
Ram, two years old or over, W. J. Boynton, Rochester.....		\$5.00
Ram, one year old, Robert Miller, Brougham, Ontario, Canada.....	10.00	
Ram, one year old, W. J. Boynton, Rochester.....		5.00
Ram lamb, W. J. Boynton, Rochester.....	8.00	
Ram lamb, Robert Miller, Brougham, Ontario, Canada.....		4.00
Ewe, two years old or over, W. J. Boynton, Rochester.....	10.00	
Ewe, two years old or over, Robert Miller, Brougham, Ontario, Canada.....		5.00
Ewe, one year old, W. J. Boynton, Rochester.....	10.00	
Ewe, one year old, Robert Miller, Brougham, Ontario, Canada.....		5.00
Ewe lamb, Robert Miller, Brougham, Ontario, Canada.....	5.00	3.00

FLOCK.

Ram and three ewes (see Merinos), Robert Miller, Brougham, Ontario, Canada	15.00	
Ram and three ewes (see Merinos), W. J. Boynton, Rochester.....		10.00

SWEEPSTAKES.

One ram, any age, Robert Miller, Brougham, Ontario, Canada.....	5.00
One ewe, any age, W. J. Boynton, Rochester.....	5.00

For Minnesota Breeders Only.**FLOCK.**

Ram and three ewes (see Merinos), W. J. Boynton, Rochester.....	\$20.00	\$10.00
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SWEEPSTAKES.

Best ram, any age, A. C. Bruce, Rosemount.....	10.00
Best ewe, any age, W. J. Boynton, Rochester.....	10.00

Class 44.—Southdown.

Ram, two years old or over, Geo. McKerrow, Sussex, Wis.....	\$10.00	\$5.00
Ram, one year old, Geo. McKerrow, Sussex, Wis.....	10.00	5.00
Ram lamb, Geo. McKerrow, Sussex, Wis.....	8.00	4.00
Ewe, two years old or over, Geo. McKerrow, Sussex, Wis.....	10.00	5.00
Ewe, one year old, Geo. McKerrow, Sussex, Wis.....	10.00	5.00
Ewe lamb, Geo. McKerrow, Sussex, Wis.....	5.00	3.00

FLOCK.

Ram and three ewes (see Merinos), Geo. McKerrow, Sussex, Wis.....	15.00	10.00
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SWEEPSTAKES.

One ram, any age, Geo. McKerrow, Sussex, Wis.....	5.00
One ewe, any age, Geo. McKerrow, Sussex, Wis.....	5.00

Class 45.—Dorset (Horned).

Ram, two years old or over, Henderson & Buchanan, Big Stone City, S. D.....	\$10.00	
Ram, one year old, Henderson & Buchanan, Big Stone City, S. D.....	10.00	
Ram lamb, Henderson & Buchanan, Big Stone City, S. D.....	8.00	\$4.00
Ewe, two years old or over, Robert Miller, Brougham, Ontario, Canada.....	10.00	
Ewe, two years old or over, Henderson & Buchanan, Big Stone City, S. D.....		5.00
Ewe, one year old, Robert Miller, Brougham, Ontario, Canada.....	10.00	
Ewe, one year old, Henderson & Buchanan, Big Stone City, S. D.....		5.00
Ewe lamb, Henderson & Buchanan, Big Stone City, S. D.....	5.00	3.00

FLOCK.

	1st Prem.	2d Prem.
Ram and three ewes (see Merinos), Henderson & Buchanan, Big Stone City, S. D.....	15.00	

SWEEPSTAKES.

One ram, any age, Henderson & Buchanan, Big Stone City, S. D.....	5.00
One ewe, any age, Robert Miller, Brougham, Ontario, Canada.....	5.00

Class 46.—Crosses or Grades.

(Minnesota breeders only.)

Ewe, two years old or over, A. C. Bruce, Rosemount.....	\$10.00
Ewe lamb, A. C. Bruce, Rosemount.....	5.00

Class 47.

(Minnesota breeders only.)

(No entries.)

Class 48.

(No awards.)

Class 49.

Special Premiums offered by the American Oxford Down Sheep Record Association.
(No entries.)

Class 50.

Special Premiums offered by the American Shropshire Registry Association.

One ram, one year old or over, and three ewes of any age, W. J. Boynton, Rochester.....	\$15.00
One ram, one year old or over, and three ewes of any age, Robert Miller, Brougham, Ontario, Canada.....	\$10.00
Best flock of four lambs, one ram and three ewe lambs, all to be American bred and owned by exhibitor, W. J. Boynton, Rochester.....	15.00
Best flock of four lambs, one ram and three ewe lambs, all to be American bred and owned by exhibitor, A. C. Bruce, Rosemount.....	10.00

SPECIAL PREMIUM.

Each winner of a sheep premium was presented by the proprietors of Cooper Sheep Dip with a work entitled "The Diseases of Sheep."

DIVISION D.—SWINE.

Premiums awarded.....	\$1,419.00
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J. H. Letson, Alexandria, Superintendent.

M. B. Mitson, Alexandria, Assistant Superintendent.

Judge, A. L. Long.

Class 51.—Berkshire.

	1st Prem.	2d Prem.
Boar, one year old or over, T. N. Porter, Rochester.....	\$15.00	\$10.00
Boar, under one year, age considered, T. N. Porter, Rochester.....	10.00	5.00
Breeding sow, two years old or over, T. N. Porter, Rochester.....	15.00	10.00
Breeding sow, one year old and under two years, T. N. Porter, Rochester	15.00	10.00

	1st Prem.	2d Prem.
Sow pig, under one year, age considered, T. N. Porter, Rochester.....	10.00	
Sow pig, under one year, age considered, Mark H. West, Fayetteville, Wis.		5.00
Herd, to consist of one boar and four sows, one year old or over, T. N. Porter, Rochester.....	20.00	10.00
Herd, to consist of one boar and four sows under six months old, Mark H. West, Fayetteville, Wis.....	20.00	
Herd, to consist of one boar and four sows under six months old, T. N. Porter, Rochester.....		10.00

THE AMERICAN BERKSHIRE ASSOCIATION SPECIALS.

(No entries.)

Class 52.—Suffolk.

	1st Prem.	2d Prem.	3d Prem.
Boar, one year old or over, Alva C. Green, Winchester, Ind.....	\$12.00		
Boar, under one year, age considered, Alva C. Green, Winchester, Ind.	8.00	\$5.00	\$3.00
Breeding sow, two years old or over, Alva C. Green, Winchester, Ind.	12.00	8.00	5.00
Breeding sow, one year old and under two, Alva C. Green, Win- chester, Ind.....	12.00	8.00	
Sow pig, under one year, age considered, Alva C. Green, Win- chester, Ind.....	8.00	5.00	3.00
Herd, to consist of one boar and four sows, one year old or over, Alva C. Green, Winchester, Ind.....	15.00		
Herd, to consist of one boar and four sows, under six months old, Alva C. Green, Winchester, Ind.....	15.00		

Class 53.—Poland China.

	1st Prem.	2d Prem.
Boar, one year old or over, M. W. Reed, Oak Hill, Wjs.....	\$15.00	
Boar, one year old or over, C. H. Murphy, Caledonia.....		\$10.00
Boar, under one year, age considered, C. H. Murphy, Caledonia.....	10.00	
Boar, under one year, age considered, C. D. Smith & Sons, St. Charles.		5.00
Breeding sow, two years old or over, M. W. Reed, Oak Hill, Wis.....	15.00	
Breeding sow, two years old or over, Wm. Harvey, Wiscoy.....		10.00
Breeding sow, two years old or over, C. H. Murphy, Caledonia.....	Com.	
Breeding sow, one year old and under two, M. W. Reed, Oak Hill, Wis..	15.00	
Breeding sow, one year old and under two, C. D. Smith & Sons, St. Charles		10.00
Sow pig, under one year old, age considered, A. O. Dinsmoor, Austin...	10.00	
Sow pig, under one year, age considered, C. D. Smith & Sons, St. Charles		5.00
Herd, to consist of one boar and four sows, one year old or over, M. W. Reed, Oak Hill, Wis.....	20.00	
Herd, to consist of one boar and four sows, one year old or over, C. H. Murphy, Caledonia.....		10.00
Herd, to consist of one boar and four sows, one year old or over, C. D. Smith & Sons, St. Charles.....	Com.	
Herd, to consist of one boar and four sows, under six months old, C. D. Smith & Sons, St. Charles.....	20.00	
Herd, to consist of one boar and four sows, under six months old, C. H. Murphy, Caledonia.....		10.00
Herd, to consist of one boar and four sows, under six months old, A. O. Dinsmoor, Austin.....	Com.	

Class 54.—Chester White.

	1st Prem.	2d Prem.
Boar, one year old or over, C. D. Smith & Sons, St. Charles.....	\$15.00	
Boar, one year old or over, H. F. McGonagle, Waseca.....		\$10.00
Boar, under one year, age considered, C. D. Smith & Sons, St. Charles..	10.00	
Boar, under one year, age considered, H. F. McGonagle, Waseca.....		5.00
Breeding sow, two years old or over, C. D. Smith & Sons, St. Charles..	15.00	
Breeding sow, two years old or over, H. F. McGonagle, Waseca.....		10.00
Breeding sow, one year old and under two, C. D. Smith & Sons, St. Charles	15.00	10.00
Sow pig, under one year, age considered, C. D. Smith & Sons, St. Charles	10.00	5.00
Herd, to consist of one boar and four sows, one year old or over, C. D. Smith & Sons, St. Charles.....	20.00	
Herd, to consist of one boar and four sows, one year old or over, H. F. McGonagle, Waseca.....		10.00
Herd, to consist of one boar and four sows, under six months old, C. D. Smith & Sons, St. Charles.....	20.00	10.00

Class 55.—Jersey Red.

Boar, one year old or over, C. A. Thomas, Monticello, Iowa.....	\$15.00	\$10.00
Boar, under one year, age considered, C. A. Thomas, Monticello, Iowa..	10.00	5.00
Breeding sow, two years old or over, C. A. Thomas, Monticello, Iowa..	15.00	10.00
Breeding sow, one year old and under two, C. A. Thomas, Monticello, Iowa	15.00	10.00
Sow pig, under one year, age considered, C. A. Thomas, Monticello, Iowa	10.00	5.00
Herd, to consist of one boar and four sows, one year old or over, C. A. Thomas, Monticello, Iowa.....	20.00	
Herd, to consist of one boar and four sows, under six months old, C. A. Thomas, Monticello, Iowa.....	20.00	

Class 56.—Essex.

Boar, one year old or over, Alva C. Green, Winchester, Ind.....	\$15.00	
Boar, one year old or over, C. H. Murphy, Caledonia.....		\$10.00
Boar, under one year, age considered, Alva C. Green, Winchester, Ind..	10.00	
Boar, under one year, age considered, C. H. Murphy, Caledonia.....		5.00
Breeding sow, two years old or over, Alva C. Green, Winchester, Ind....	15.00	
Breeding sow, two years old or over, C. H. Murphy, Caledonia.....		10.00
Breeding sow, one year old and under two, Alva C. Green, Winchester, Ind.	15.00	
Breeding sow, one year old and under two, C. H. Murphy, Caledonia...		10.00
Sow pig, under one year, age considered, Alva C. Green, Winchester, Ind.	10.00	
Sow pig, under one year, age considered, C. H. Murphy, Caledonia.....		5.00
Herd, to consist of one boar and four sows, one year old or over, Alva C. Green, Winchester, Ind.....	20.00	
Herd, to consist of one boar and four sows, one year old or over, C. H. Murphy, Caledonia.....		10.00
Herd, to consist of one boar and four sows, under six months old, Alva C. Green, Winchester, Ind.....	20.00	10.00

Class 57.—Victoria.

Boar, one year old or over, H. P. West, Fayetteville, Wis.....	\$15.00	
Boar, one year old or over, G. F. Davis & Co., Dyer, Ind.....		\$10.00
Boar, under one year, age considered, H. P. West, Fayetteville, Wis....	10.00	
Boar, under one year, age considered, G. F. Davis & Co., Dyer, Ind.....		5.00
Breeding sow, two years old or over, G. F. Davis & Co., Dyer, Ind.....	15.00	
Breeding sow, two years old or over, H. P. West, Fayetteville, Wis.....		10.00
Breeding sow, one year old and under two, H. P. West, Fayetteville, Wis.	15.00	

	1st Prem.	2d Prem.
Breeding sow, one year old and under two, G. F. Davis & Co., Dyer, Ind.		10.00
Sow pig, under one year, age considered, G. F. Davis & Co., Dyer, Ind.	10.00	5.00
Herd, to consist of one boar and four sows, one year old or over, H. P. West, Fayetteville, Wis.	20.00	
Herd, to consist of one boar and four sows, one year old or over, G. F. Davis & Co., Dyer, Ind.		10.00
Herd, to consist of one boar and four sows, under six months old, H. P. West, Fayetteville, Wis.	20.00	
Herd, to consist of one boar and four sows, under six months old, G. F. Davis & Co., Dyer, Ind.		10.00

Class 58.—Yorkshire.

Boar, one year old or over, H. P. West, Fayetteville, Wis.	\$15.00	\$10.00
Boar, under one year, age considered, H. P. West, Fayetteville, Wis.	10.00	5.00
Breeding sow, two years old or over, H. P. West, Fayetteville, Wis.	15.00	10.00
Breeding sow, one year old and under two, H. P. West, Fayetteville, Wis.	15.00	10.00
Sow pig, under one year, age considered, H. P. West, Fayetteville, Wis.	10.00	5.00
Herd, to consist of one boar and four sows one year old or over, H. P. West, Fayetteville, Wis.	20.00	
Herd, to consist of one boar and four sows under six months old, H. P. West, Fayetteville, Wis.	20.00	10.00

Class 59.—Improved Yorkshire.

Boar, one year old or over, The Wilcox Co., Hugo.	\$15.00	
Boar, under one year, age considered, The Wilcox Co., Hugo.	10.00	\$5.00
Breeding sow, two years old or over, The Wilcox Co., Hugo.	15.00	10.00
Breeding sow, one year old and under two, The Wilcox Co., Hugo.	15.00	
Sow pig, under one year, age considered, The Wilcox Co., Hugo.	10.00	5.00
Herd, to consist of one boar and four sows one year old or over, The Wilcox Co., Hugo.	20.00	
Herd, to consist of one boar and four sows under six months old, The Wilcox Co., Hugo.	20.00	

Class 60.—Sweepstakes.

	1st Prem.	2d Prem.	3d Prem.
Best exhibit of swine owned and bred by a Minnesota exhibitor, C. D. Smith & Sons, St. Charles.	\$25.00		
Best exhibit of swine owned and bred by a Minnesota exhibitor, C. H. Murphy, Caledonia.		\$15.00	
Best exhibit of swine owned and bred by a Minnesota exhibitor, A. O. Dinsmoor, Austin.			\$10.00

REPORT OF SUPERINTENDENT OF POULTRY DEPARTMENT.

LESLIE PARLIN, SUPERINTENDENT.

To the Board of Managers State Agricultural Society,

Gentlemen: I have the honor to submit herewith report of the department under my charge. The poultry department of 1896 outclassed anything heretofore seen at the state fair, in quality as well as in numbers; the total number of birds shown being, in round numbers, two thousand. I feel justified in saying that everything passed off with very little friction, and that Judge Holden meted out justice without fear or favor. The different birds of domestic breeds were represented to a larger degree than ever before. As usual, the poultry department was the center of attraction, the rooms the greater

part of the time being packed with a struggling mass of humanity, all anxious to see every feather of every bird. But few were gratified, as the crowded condition would not permit it, and a passing glance had to suffice. Not only was our poultry hall crowded, but another large building was also crowded, containing two car loads, and besides these two buildings there were two large tents used in order to accommodate our exhibit.

Now, gentlemen, I feel it my imperative duty to urge your honorable board to provide a suitable house for the poultry department, and I would also request, and I feel that I am justified in so doing, that you furnish this department some modern show coops, other than the old affairs which have outlasted their usefulness and are a back number. This has been done in many of our state fair poultry houses, and should be in this state, where the poultry interest is so well represented and is continually growing. I have heard in our show rooms times without number these words, "It is a shame that the poultry industry of the state cannot have the required room in order to put the show in such shape that it can be seen to advantage and on equal footing with other exhibits, especially when it attracts more attention than any other exhibit." These last words are not idle ones, for I firmly believe they are true, and any one will be convinced of this if they will take the trouble to visit our exhibit a few times during the fair. With ample room and suitable coops, our showing of birds would compare favorably with any state in the Union. No superintendent with the facilities at present in use can make an attractive show, let him have birds without number and quality as well. Poultry breeders, as well as the public, will never be satisfied until the desired change is brought about. I heard several breeders at our last show say they would never show again until there was a change and better quarters given them.

Hoping and trusting your honorable board can see your way clear to grant my requests, I am, respectfully yours,

LESLIE PARLIN,
Superintendent Poultry Department.

DIVISION E.—POULTRY.

Premiums awarded..... \$543.00

Leslie Parlin, St. Paul, Superintendent.

Judge, G. D. Holden.

Class 61.—Domestic Fowls.

ASIATIC.

	1st Prem.	2d Prem.	3d Prem.
Brahma, light, Franklin Benner, Minneapolis.....	\$2.00		
Brahma, light, E. G. Roberts & Co., Fort Atkinson, Wis.....		\$1.00	
Brahma, light, Wm. A. Bartlett, Jacksonville, Ill.....			\$0.50
Brahma, light, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..	2.00		
Brahma, light, chicks, Franklin Benner, Minneapolis.....		1.00	.50
Brahma, dark, J. C. Laffin, St. Anthony Park.....	2.00		
Cochin, buff, W. M. Bean, Anoka.....	2.00	1.00	
Cochin, buff, E. G. Roberts & Co., Fort Atkinson, Wis.....			.50
Cochin, buff, chicks, J. A. Hogan, St. Paul.....	2.00		.50
Cochin, buff, chicks, W. M. Bean, Anoka.....		1.00	
Cochin, partridge, E. G. Roberts & Co., Fort Atkinson, Wis....	2.00		
Cochin, partridge, chicks, A. E. Ross, La Crosse, Wis.....	2.00	1.00	

	1st Prem.	2d Prem.	3d Prem.
Cochin, partridge, chicks, John P. Peterson, St. Paul.....			.50
Cochin, white, E. G. Roberts, & Co., Fort Atkinson, Wis.....	2.00		
Cochin, white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..	2.00		
Cochin, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..	2.00		
Langshan, black, Franklin Benner, Minneapolis.....	2.00		
Langshan, black, E. G. Roberts & Co., Fort Atkinson, Wis.....		1.00	
Langshan, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Langshan, black, chicks, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Langshan, white, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		

AMERICAN.

Plymouth Rocks, barred, N. S. Beardsley, St. Paul.....	2.00	1.00	
Plymouth rocks, barred, E. G. Roberts & Co., Fort Atkinson, Wis. ....			.50
Plymouth Rocks, barred, chicks, Gust Edlund, St. Paul.....	2.00		
Plymouth Rocks, barred, chicks, Warren S. Hillis, St. Paul.....		1.00	
Plymouth Rocks, barred, chicks, E. G. Roberts & Co., Fort At- kinson, Wis.....			.50
Plymouth Rocks, buff, W. M. Bean, Anoka.....	2.00	1.00	.50
Plymouth Rocks, buff, chicks, W. M. Bean, Anoka.....	2.00	1.00	.50
Plymouth Rocks, white, Victor D. Caneday, Taylor's Falls.....	2.00	1.00	
Plymouth Rocks, white, G. F. Davis & Co., Dyer, Ind.....			.50
Plymouth Rocks, white, chicks, E. G. Roberts & Co., Fort Atkin- son, Wis.....	2.00		
Plymouth Rocks, white, chicks, Victor D. Caneday, Taylor's Falls		1.00	.50
Wyandottes, silver laced, F. W. Prouse, Minneapolis.....	2.00		
Wyandottes, silver laced, W. H. Biddle, Lake City.....		1.00	
Wyandottes, silver laced, R. A. Pike, Minneapolis.....			.50
Wyandottes, silver laced, chicks, W. H. Biddle, Lake City.....	2.00		
Wyandottes, silver laced, chicks, R. A. Pike, Minneapolis.....		1.00	
Wyandottes, silver laced, chicks, E. G. Roberts & Co., Fort At- kinson, Wis.....			.50
Wyandottes, golden laced, Franklin Benner, Minneapolis.....	2.00		
Wyandottes, golden laced, Wm. Schultz, St. Paul.....		1.00	
Wyandottes, golden laced, E. G. Roberts & Co., Fort Atkinson, Wis. ....			.50
Wyandottes, golden laced, chicks, Franklin Benner, Minneapolis.	2.00		
Wyandottes, golden laced, chicks, Wm. Schultz, St. Paul.....		1.00	
Wyandottes, golden laced, chicks, T. L. Morgan, St. Paul.....			.50
Wyandottes, white, F. W. Prouse, Minneapolis.....	2.00		
Wyandottes, white, Franklin Benner, Minneapolis.....		1.00	
Wyandottes, white, Ed. Lynch, St. Paul.....			.50
Wyandottes, white, chicks, Ed. Lynch, St. Paul.....	2.00		
Wyandottes, white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.		1.00	
Wyandottes, white, chicks, Wm. Schultz, St. Paul.....			.50
Wyandottes, buff, W. M. Bean, Anoka.....	2.00	1.00	
Wyandottes, buff, chicks, W. M. Bean, Anoka.....	2.00	1.00	.50
Wyandottes, black, Henry Hess, Winona.....	2.00		
Wyandottes, black, chicks, Henry Hess, Winona.....	2.00	1.00	
Javas, black, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Javas, black, Mrs. K. Bowman, Minneapolis.....		1.00	
Javas, black, Wm. A. Bartlett, Jacksonville, Ill.....			.50
Javas, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..	2.00		
Javas, black, chicks, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Javas, white, E. G. Roberts & Co., Fort Atkinson.....	2.00		

MEDITERRANEAN.

	1st Prem.	2d Prem.	3d Prem.
Leghorn, single comb brown, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Leghorn, single comb brown, J. C. Laffin, St. Anthony Park.....		1.00	
Leghorn, single comb brown, Wm. Rittle, St. Paul.....			.50
Leghorn, single comb brown, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Leghorn, single comb brown, chicks, B. S. Griffin, St. Paul.....		1.00	
Leghorn, single comb brown, chicks, Sanderson Bros., Anoka....			.50
Leghorn, rose comb brown, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Leghorn, rose comb brown, B. S. Griffin, St. Paul.....		1.00	
Leghorn, rose comb brown, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Leghorn, single comb white, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Leghorn, single comb white, R. Meili, St. Paul.....		1.00	
Leghorn, single comb white, J. C. Laffin, St. Anthony Park.....			.50
Leghorn, single comb white, chicks, E. G. Roberts & Son, Fort Atkinson, Wis.....	2.00		
Leghorn, single comb white, chicks, R. Meili, St. Paul.....		1.00	.50
Leghorn, rose comb white, Ed. Lynch, St. Paul.....	2.00	1.00	
Leghorn, rose comb white, E. G. Roberts & Co., Fort Atkinson, Wis. ....			.50
Leghorn, rose comb white, chicks, Ed. Lynch, St. Paul.....	2.00	1.00	
Leghorn, rose comb white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....			.50
Leghorn, black, Wm. Schultz, St. Paul.....	2.00		
Leghorn, black,*J. C. Laffin, St. Anthony Park.....		1.00	
Leghorn, black, Wm. A. Bartlett, Jacksonville, Ill.....			.50
Leghorn, black, chicks, J. C. Laffin, St. Anthony Park.....	2.00		
Leghorn, buff, W. M. Bean, Anoka.....	2.00	1.00	.50
Leghorn, buff, chicks, W. M. Bean, Anoka.....	2.00		.50
Leghorn, buff, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..		1.00	
Minorca, black, Sanderson Bros., Anoka.....	2.00		
Minorca, black, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	.50
Minorca, black, chicks, Sanderson Bros., Anoka.....	2.00	1.00	.50
Minorca, white, W. A. Daggett, Anoka.....	2.00		.50
Minorca, white, E. G. Roberts & Co., Fort Atkinson, Wis.....		1.00	
Minorca, white, chicks, W. A. Daggett, Anoka.....	2.00	1.00	.50
Andalusian, blue, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Andalusian, blue, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Spanish, black, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Spanish, black, H. W. Brown, St. Paul.....		1.00	.50
Spanish, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Spanish, black, chicks, H. W. Brown, St. Paul.....		1.00	.50

HAMBURG.

Hamburgs, golden spangled, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Hamburgs, golden spangled, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Hamburgs, golden spangled, chicks, W. A. Bartlett, Jacksonville, Ill.		1.00	
Hamburgs, silver spangled, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Hamburgs, silver spangled, J. C. Laffin, St. Anthony Park.....		1.00	
Hamburgs, silver spangled, C. H. Murphy, Caledonia.....			.50
Hamburgs, silver spangled, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		

	1st Prem.	2d Prem.	3d Prem.
Hamburgs, silver spangled, chicks, J. C. Laffin, St. Anthony Park		1.00	.50
Hamburgs, golden penciled, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Hamburgs, golden penciled, Wm. A. Bartlett, Jacksonville, Ill. . .		1.00	
Hamburgs, silver penciled, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Hamburgs, silver penciled, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Hamburgs, white, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Hamburgs, black, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Hamburgs, black, Wm. A. Bartlett, Jacksonville, Ill.		1.00	
Hamburgs, black, chicks, Wm. A. Bartlett, Jacksonville, Ill.	2.00	1.00	
Hamburgs, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis. ....			.50
Red Caps, Fred Goss, Anoka.	2.00	1.00	
Red Caps, Wm. A. Bartlett, Jacksonville, Ill. ....			.50
Red Caps, chicks, Fred Goss, Anoka.	2.00		
Red Caps, chicks, M. A. Elsmere, Anoka.		1.00	.50

POLISH.

Black Polish, white crested, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Black Polish, white crested, Wm. A. Bartlett, Jacksonville, Ill. . .		1.00	
Black Polish, white crested, C. H. Murphy, Caledonia. ....			.50
Black Polish, white crested, chicks, Wm. A. Bartlett, Jacksonville, Ill.	2.00		.50
Black Polish, white crested, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.		1.00	
Polish, golden, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Polish, golden, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Polish, silver, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Polish, silver, Wm. A. Bartlett, Jacksonville, Ill.		1.00	
Polish, silver, chicks, Wm. A. Bartlett, Jacksonville, Ill.	2.00		.50
Polish, silver, chicks, E. G. Roberts & Co., Fort Atkinson, Wis. . .		1.00	
Polish, white, R. Meili, St. Paul.	2.00	1.00	
Polish, white, chicks, R. Meili, St. Paul.	2.00	1.00	.50
Golden Polish, bearded, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Golden Polish, bearded, Wm. A. Bartlett, Jacksonville, Ill.		1.00	.50
Golden Polish, bearded, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Golden Polish, bearded, chicks, Wm. A. Bartlett, Jacksonville, Ill.		1.00	.50
Silver Polish, bearded, Wm. A. Bartlett, Jacksonville, Ill.	2.00	1.00	
Silver Polish, bearded, E. G. Roberts & Co., Fort Atkinson, Wis. . .			.50
Silver Polish, bearded, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Silver Polish, bearded, chicks, Wm. A. Bartlett, Jacksonville, Ill.		1.00	.50
White Polish, bearded, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
White Polish, bearded, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Polish, buff laced, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Polish, buff laced, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		

ENGLISH.

Dorking, white, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00
Dorking, silver gray, E. G. Roberts & Co., Fort Atkinson, Wis. . .	2.00
Dorking, silver gray, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00
Dorking, colored, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00
Dorking, colored, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00

FRENCH.

	1st Prem.	2d Prem.	3d Prem.
Houdan, mottled, R. Hansen, St. Anthony Park.....	2.00		.50
Houdan, mottled, E. G. Roberts & Co., Fort Atkinson, Wis.....		1.00	
Houdan, mottled, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Houdan, mottled, chicks, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Crevecoeur, black, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Crevecoeur, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Fleche, black, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Fleche, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..	2.00		

Class 62.—Game Fowls

Red Games, black breasted, Sanderson Bros., Anoka.....	\$2.60		
Red Games, black breasted, R. E. Hitchcock, Minneapolis.....		\$1.00	
Red Games, black breasted, chicks, Sanderson Bros., Anoka.....	2.00		
Red Games, black breasted, chicks, W. S. Bailey, Anoka.....		1.00	
Red Games, black breasted, chicks, E. G. Roberts & Co., Fort At- kinson, Wis.....			.50
Red Games, brown, E. G. Roberts & Co., Fort Atkinson, Wis....	2.00		
Red Games, brown, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Red Games, brown, chicks, Wm. A. Bartlett, Jacksonville, Ill....	2.00		
Duckwing, golden, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Duckwing, golden, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Duckwing, golden, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Duckwing, golden, E. G. Roberts & Co., Fort Atkinson, Wis....	2.00		
Duckwing, silver, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	.50
Duckwing, silver, chicks, Wm. A. Bartlett, Jacksonville, Ill.....	2.00	1.00	
Game, white, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Game, white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis....	2.00		
Game, black, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		

GAME BANTAMS.

Red game, black breasted, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Red game, black breasted, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	.50
Red game, black breasted, chicks, Wm. A. Bartlett, Jacksonville, Ill.	2.00		
Red game, black breasted, chicks, W. S. Bailey, Anoka.....		1.00	
Red game, black breasted, chicks, E. G. Roberts & Co., Fort At- kinson, Wis.....			.50
Red game, brown, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Red game, brown, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	.50
Duckwing, golden, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Duckwing, golden, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Duckwing, silver, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Game bantam, white, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
Game bantam, birchen, chicks, Wm. A. Bartlett, Jacksonville, Ill.	2.00	1.00	

BANTAMS OTHER THAN GAME.

Seabright, golden, W. M. Bean, Anoka.....	2.00	1.00	.50
Seabright, golden, chicks, W. M. Bean, Anoka.....	2.00	1.00	.50
Seabright, silver, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Rose combed, black, E. G. Roberts & Co., Fort Atkinson, Wis....	2.00		
Rose combed, black, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Rose combed, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		

	1st Prem.	2d Prem.	3d Prem.
Booted, white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..	2.00		
Booted, white, chicks, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Cochin, buff, W. M. Bean, Anoka.....	2.00	1.00	.50
Cochin, buff, chicks, W. M. Bean, Anoka.....	2.00	1.00	.50
Cochin, white, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
Cochin, white, chicks, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
Cochin, black, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Japanese, black-tailed, E. G. Roberts & Co., Fort Atkinson, Wis..	2.00		
Japanese, black-tailed, chicks, E. G. Roberts & Co., Fort Atkin- son, Wis.....	2.00		
White Polish, white crested, chicks, Wm. A. Bartlett, Jackson- ville, Ill.....	2.00		

MISCELLANEOUS.

Frizzles, any color, chicks, Wm. Schultz, St. Paul.....	2.00
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Class 63.—Turkeys, Ducks, Geese, Etc.

TURKEYS.

	1st Prem.	2d Prem.	3d Prem.
Bronze, E. G. Roberts & Co., Fort Atkinson, Wis.....	\$2.00		
Bronze, J. C. Laffin, St. Anthony Park.....		\$1.00	
Bronze, Wm. H. Merriam, St. Paul.....			\$0.50
Bronze, chicks, Wm. H. Merriam, St. Paul.....	2.00		
Narragansett, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
White, C. H. Murphy, Caledonia.....	2.00		
White, E. G. Roberts & Co., Fort Atkinson, Wis.....		1.00	
White, chicks, C. H. Murphy, Caledonia.....	2.00		
White, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....		1.00	
Black, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		

DUCKS.

	1st	2d	3d
Pekin, white, Wm. Schultz, St. Paul.....	2.00	1.00	
Pekin, white, Wm. A. Bartlett, Jacksonville, Ill.....			.50
Pekin, white, chicks, Wm. Schultz, St. Paul.....	2.00	1.00	.50
Aylesbury, white, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Aylesbury, white, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Aylesbury, white, chicks, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
Rouen, colored, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Rouen, colored, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Rouen, colored, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Rouen, colored, chicks, Geo. F. Newton, Detroit.....		1.00	
Cayuga, black, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
Cayuga, black, E. G. Roberts & Co., Fort Atkinson, Wis.....		1.00	
Cayuga, black, chicks, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
Cayuga, black, chicks, E. G. Roberts & Co., Fort Atkinson, Wis..		1.00	
Muscovy, colored, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Muscovy, colored, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Muscovy, colored, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Muscovy, white, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Muscovy, white, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Muscovy, white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.	2.00		
Call, gray, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Call, gray, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Call, gray, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Call, white, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
East Indian, black, E. G. Roberts & Co., Fort Atkinson, Wis....	2.00		
East Indian, black, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
East Indian, black, chicks, Wm. A. Bartlett, Jacksonville, Ill....	2.00		
White crested, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		

GEESE.

	1st Prem.	2d Prem.	3d Prem.
Toulouse, gray, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Toulouse, gray, H. Kahler, St. Paul.....		1.00	
Toulouse, gray, Wm. A. Bartlett, Jacksonville, Ill.....			.50
Toulouse, gray, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Toulouse, gray, chicks, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Toulouse, gray, chicks, J. C. Laffin, St. Anthony Park.....			.50
Embsden, white, T. L. Morgan, St. Paul.....	2.00		
Embsden, white, E. G. Roberts & Co., Fort Atkinson, Wis.....		1.00	
Embsden, white, H. Kahler, St. Paul.....			.50
Embsden, white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
African, gray, Wm. A. Bartlett, Jacksonville, Ill.....	2.00		
Chinese, brown, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Chinese, brown, Wm. A. Bartlett, Jacksonville, Ill.....		1.00	
Chinese, white, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Chinese, white, H. Kahler, St. Paul.....		1.00	
Chinese, white, Wm. A. Bartlett, Jacksonville, Ill.....			.50
Chinese, white, chicks, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Wild, gray, E. G. Roberts & Co., Fort Atkinson, Wis.....	2.00		
Wild, gray, T. L. Morgan, St. Paul.....		1.00	
Wild, gray, Wm. A. Bartlett, Jacksonville, Ill.....			.50
Wild, gray, chicks, T. L. Morgan, St. Paul.....	2.00		

Class 64.—Ornamental and Pet Stock.

	1st Prem.	2d Prem.
White Guineas, E. G. Roberts & Co., Fort Atkinson, Wis.....	\$1.00	
White Guineas, Wm. A. Bartlett, Jacksonville, Ill.....	Com.	\$0.50
Pearl Guineas, J. C. Laffin, St. Anthony Park.....	1.00	
Pearl Guineas, E. G. Roberts & Co., Fort Atkinson, Wis.....		.50
Pea fowls, E. G. Roberts & Co., Fort Atkinson, Wis.....	1.00	
Largest display of pigeons, not less than six varieties, Paul Paytal, St. Paul	5.00	
Largest display of pigeons, not less than six varieties, E. H. Conary, Minneapolis		3.00
Largest exhibit of rabbits, not less than four varieties, Wm. A. Bartlett, Jacksonville, Ill.....	3.00	
Pair guinea pigs, Wm. A. Bartlett, Jacksonville, Ill.....	1.00	.50

Class 65.

Best breeding pen (for fowls only), one male and four females, No. 1, J. A. Hogan, St. Paul.....	\$5.00	
Best breeding pen (for fowls only), one male and four females, No. 1, Franklin Benner, Minneapolis.....	Com.	\$3.00
Best breeding pen (for fowls only), one male and four females, No. 3, J. A. Hogan, St. Paul.....	5.00	
Best breeding pen (for fowls only), one male and four females, No. 3, W. M. Bean, Anoka.....	Com.	3.00
Best breeding pen (for fowls only), one male and four females, No. 4, John P. Peterson, St. Paul.....	5.00	
Best breeding pen (for fowls only), one male and four females, No. 7, Franklin Benner, Minneapolis.....	5.00	
Best breeding pen (for fowls only), one male and four females, No. 9, N. S. Beardsley, St. Paul.....	5.00	
Best breeding pen (for fowls only), one male and four females, No. 9, B. S. Griffin, St. Paul.....		3.00
Best breeding pen (for fowls only), one male and four females, No. 9, Franklin Benner, Minneapolis.....	Com.	

	1st Prem.	2d Prem.
Best breeding pen (for fowls only), one male and four females, No. 13, Geo. F. Newton, Detroit.....	5.00	
Best breeding pen (for fowls only), one male and four females, No. 13, R. A. Pike, Minneapolis.....		3.00
Best breeding pen (for fowls only), one male and four females, No. 13, W. H. Biddle, Lake City.....	Com.	
Best breeding pen (for fowls only), one male and four females, No. 14, Franklin Benner, Minneapolis.....	5.00	3.00
Best breeding pen (for fowls only), one male and four females, No. 14, W. H. Biddle, Lake City.....	Com.	
Best breeding pen (for fowls only), one male and four females, No. 23, The Leghorn Home, Merriam Park.....	5.00 & Com.	
Best breeding pen (for fowls only), one male and four females, No. 23, J. C. Laffin, St. Anthony Park.....		3.00
Best breeding pen (for fowls only), one male and four females, No. 25, R. Meili, St. Paul.....	5.00	
Best breeding pen (for fowls only), one male and four females, No. 25, The Leghorn Home, Merriam Park.....		3.00
Best incubator in operation, Mrs. C. H. Cannon, St. Anthony Park.....	10.00 & Com.	
Best incubator incubator in operation, Morgan & Black, St. Paul.....	Highly Com.	
Best brooder in operation, Morgan & Black, St. Paul.....	5.00	
Best brooder in operation, Mrs. C. H. Cannon, St. Anthony Park.....	Highly Com.	

PRATT FOOD COMPANY SPECIAL.

(No entries.)

REPORT OF DAIRY DEPARTMENT.

ROBERT CRICKMORE, SUPERINTENDENT; C. H. DILLS, ASSISTANT SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: I herewith present the annual report of the dairy department of the state fair held Aug. 31 to Sept. 5, 1896.

The exhibits were more numerous and the display of machinery larger than they ever were before, and I doubt if the latter has ever been equaled.

I would respectfully recommend that the premiums in the butter class be changed somewhat. There were 158 entries of creamery butter and twenty-five entries of dairy butter and the same amount of premiums offered for each in their respective classes. As the creamery interests are so much larger and the entries far more numerous, and the expense attached is greater, an exhibitor, in fact, does not on the average receive enough to cover expenses; that is, when he does not attend the fair himself, which a good many of the butter makers are unable to do. Not that I wish to discourage private dairying or exhibits of that nature at the fair; still, it seems to me that the premiums should be more proportionate, especially as the creamery industry is paramount in the state. I would, therefore, respectfully recommend that the premiums on creamery butter be doubled, as the larger the premiums the more entries there will be, and each entry means two dollars more to the society.

In the cheese class I would respectfully recommend that premiums be awarded to Young Americas and Young Americas Sage, and last, but not least, that a premium be offered for a special exhibit. It costs something to get up a good special exhibit, such as was shown this year, and which was the center of attraction. I think it would be of great benefit to the cheese industry, which is not as large in this state as it should be, and which should be encouraged as much as possible.

The scores in detail were sent to each exhibitor, so that he might see wherein his exhibit was deficient.

BUTTER.

Creamery Butter.

- Star Lake Co-Operative Dairy Association, Litchfield—Score, 100. Sweepstakes, \$10; Cornish, Curtis & Greene sweepstakes cup; Wells, Richardson & Co. special, solid gold medal and \$10; Worcester Salt Co. special, \$25 gold watch; P. M. Sharples special, \$15.
- Courtland Creamery Company, Courtland—Score, 99.8. De Laval Separator Co. special, 1st, \$15; pro rata premium, \$4.94.
- Louis Gregerson, St. Paul—Score, 99.4. De Laval Co. special, 2d, \$10; pro rata premium, \$4.94.
- F. Sellen, Blue Earth City—Score, 99.2. Pro rata premium, \$4.94.
- W. I. Noyes, Moland—Score, 98.6. Pro rata premium, \$4.16.
- Shafer Co-Operative Creamery Co., Shafer—Score, 98.6. Pro rata premium, \$4.16.
- C. W. Foltz, Havana—Score, 98.2. Pro rata premium, \$4.16.
- O. A. Stensvad, Smith's Mill—Score, 98.2. Pro rata premium, \$4.16.
- Joseph Wild, New Ulm—Score, 98.1. Pro rata premium, \$4.16.
- F. W. Culbertson, Florence—Score, 98. Pro rata premium, \$4.16.
- L. R. Hobart, Nicollet—Score, 98. Pro rata premium, \$4.16.
- L. R. Peterson, Banks—Score, 98. Pro rata premium, \$4.16.
- Andrew Stearns, Lake Elizabeth—Score, 98. Pro rata premium, \$4.16.
- O. M. Olson, Webster—Score, 98. Pro rata premium, \$4.16.
- W. J. Rowland, Kilkenny—Score, 97.7. Pro rata premium, \$3.38.
- Chris Jensen, Skorden—Score, 97.7. Pro rata premium, \$3.38.
- E. J. Henry, Elmore—Score, 97.6. Pro rata premium, \$3.38.
- Herman Bock, Lake Park—Score, 97.6. Pro rata premium, \$3.38.
- R. D. Shrigley, Racine—Score, 97.5. Pro rata premium, \$3.38.
- Jas. Lorentzen, Revere—Score, 97.1. Pro rata premium, \$3.38.
- St. Clair Creamery Co., St. Clair—Score, 97. Pro rata premium, \$3.38.
- Frank Linderman, Twin Lakes—Score, 97. Pro rata premium, \$3.38.
- Riverside Creamery Co., Bernadotte—Score, 96.9. Pro rata premium, \$2.60.
- Lafayette & Bernadotte Creamery Co., New Ulm—Score, 96.8. Pro rata premium, \$2.60.
- S. Steenburg, Irving—Score, 96.5. Pro rata premium, \$2.60.
- H. Peterman, Waconia—Score, 96.4. Pro rata premium, \$2.60.
- Ed. Qvernfold, Owatonna—Score, 96.2. Pro rata premium, \$2.60.
- J. A. Turnbull, Wells—Score, 96.2. Pro rata premium, \$2.60.
- M. Magnussen, Bee—Score, 96.2. Pro rata premium, \$2.60.
- Crescent Creamery Co., St. Paul—Score, 96.1. Pro rata premium, \$2.60.
- J. A. Tykerson, Lyle—Score, 95.6. Pro rata premium, \$2.08.
- M. Sondergaard, Litchfield—Score, 95.5. Pro rata premium, \$2.08.
- M. Gallagher, Waseca—Score, 95.3. Pro rata premium, \$2.08.
- Minneapolis Milk Co., Minneapolis—Score, 95.3. Pro rata premium, \$2.08.
- Nelson Creamery Association, Nelson—Score, 95. Pro rata premium, \$2.08.
- H. C. Klukow, Hayward—Score, 94.8. Pro rata premium, \$1.56.
- R. Curtis, Lake View—Score, 94.6. Pro rata premium, \$1.56.
- A. P. Tuttle, Rice Lake—Score, 94.6. Pro rata premium, \$1.56.
- Pennock Creamery Co., Pennock—Score, 94.5. Pro rata premium, \$1.56.
- H. Flagell, Spring Hill—Score, 94.3. Pro rata premium, \$1.56.
- J. T. Dahl, Benson—Score, 93.9. Pro rata premium, \$1.04.
- Madella Butter & Cheese Co., Madella—Score, 93.8. Pro rata premium, \$1.04.
- G. M. Miller, Freeborn—Score, 93.3. Pro rata premium, \$1.04.
- G. G. Dysthe, Lyle—Score, 93. Pro rata premium, \$1.04.
- J. C. Johnson, Cedar Mills—Score, 93. Pro rata premium, \$1.04.
- Waseca Creamery Association, Waseca—Score, 92.9. Pro rata premium, 78 cents.
- C. C. Simeran, Owatonna—Score, 92.7. Pro rata premium, 78 cents.
- Armstrong Creamery Co., Armstrong—Score, 92.4. Pro rata premium, 78 cents.
- L. Larsen, Sundown—Score, 92.1. Pro rata premium, 78 cents.
- Gary Creamery Co., Gary—Score, 92.1. Pro rata premium, 78 cents.
- Monroe Creamery Co., Pennock—Score, 91.3. Pro rata premium, 52 cents.
- Lamberton Creamery Co., Lamberton—Score, 90.8. Pro rata premium, 26 cents.
- A. T. Montgomery, Tracy—Score, 90.7. Pro rata premium, 26 cents.
- L. Gomme, Waconia—Score, 90.7. Pro rata premium, 26 cents.
- S. R. Walter, Lake Stella—Score, 90. Pro rata premium, 26 cents.
- J. G. Wilson, Kilkenny—Score, 90. Pro rata premium, 26 cents.

Dairy Butter.

T. F. Sloan, Belleview—Score, 99.2. Pro rata premium, \$27.30.
 N. Simondson, Rosemount—Score, 97.6. Pro rata premium, \$21.84.
 Jennie Wood, Waseca—Score, 96.3. Pro rata premium, \$19.11.
 A. W. Edson, Austin—Score, 93. Pro rata premium, \$11.83.
 H. Johnson, Logan, Iowa—Score, 92. Pro rata premium, \$10.01.
 Rhys T. Evans, Muskoda—Score, 91.8. Pro rata premium, \$8.19.
 E. D. Childs, Crookston—Score, 91.4. Pro rata premium, \$8.19.
 Mrs. J. H. McRostie, Owatonna—Score, 90. Pro rata premium, \$8.19.
 W. D. Richardson, Garden City—Score, 90. Pro rata premium, \$8.19.
 Mrs. A. H. Berham, Monticello—Score, 90. Pro rata premium, \$8.19.
 Aug. Ahlswede, Jordan—Score, 89. Pro rata premium, \$4.55.
 J. L. Lakins, Rockwell, Iowa—Score, 87.8. Pro rata premium, \$2.73.
 Jennie Winn, Redwood Falls—Score, 85. Pro rata premium, 91 cents.
 H. C. Carpenter, Hancock—Score, 85. Pro rata premium, 91 cents.

Print Butter.

H. Johnson, Logan, Iowa—Score, 99.2. Pro rata premium, \$14.17.
 N. Simondson, Rosemount—Score, 97. Pro rata premium, \$12.29.
 Mrs. J. H. McRostie, Owatonna—Score, 93.6. Pro rata premium, \$8.53.

Ornamental Butter.

	1st Prem.	2d Prem.
Display of granular butter, Crescent Creamery Co., St. Paul.....	\$5.00	
Display of granular butter, Milton Dairy Co., St. Paul.....		\$3.00
Display of ornamental butter, Milton Dairy Co., St. Paul.....	12.00	
Display of ornamental butter, Crescent Creamery Co., St. Paul.....		8.00

CHEESE.**Factory Cheese.**

W. L. Cappell, Fergus Falls—Score, 98. Cornish, Curtis & Greene sweepstakes cup (third award; diploma; pro rata premium, \$16.88.
 Crescent Creamery Co., St. Paul—Score, 91. Pro rata premium, \$10.30.
 A. J. Glover, Cannon Falls—Score, 89. Pro rata premium, \$8.44.
 Marks Cheese & Butter Co., St. Michael—Score, 89. Pro rata premium, \$8.44.
 H. D. Whiting, Edna—Score, 88. Pro rata premium, \$7.50.
 A. Schoenman, Plaine, Wis.—Score, 85. Pro rata premium, \$4.68.
 J. M. Chapman, Garden City—Score, 85. Pro rata premium, \$4.68.
 Gentilly Dairy Association, Gentilly—Score, 83. Pro rata premium, \$2.80.
 F. C. Johnson, Austin—Score, 83. Pro rata premium, \$2.80.
 Sumpter Butter & Cheese Co., Sumpter—Score, 83. Pro rata premium, \$2.80.
 Conrad Elmer, Wheaton, N. D.—Score, 82. Pro rata premium, \$1.87.
 Tompkins & Dennis, Austin—Score, 82. Pro rata premium, \$1.87.
 Minneapolis Milk Co., Minneapolis—Score, 81. Pro rata premium, 93 cents.
 A. E. Comstock, Elysian—Score, 81. Pro rata premium, 93 cents.

Dairy Cheese.

C. A. Williams, Lansing—first premium, \$15; St. Paul Dispatch special, Daily Dispatch for one year.
 E. D. Childs, Crookston—second premium, \$10; St. Paul Dispatch special, Weekly Dispatch for one year.
 S. Leslie, Waseca—third premium, \$5.00.

Swiss Cheese.

C. Andrist, Berne—first premium, \$15.00.

Brick Cheese.

C. Andrist, Berne—first premium, \$10.00.
 Myrtle Cheese Manufacturing Co., Myrtle—second premium, \$5.00.

General Summary, 1896.

Number of exhibitors of butter and cheese..... 140

TOTAL ENTRIES OF BUTTER AND CHEESE.

Creamery butter.....	158
Dairy butter.....	25
Dairy prints.....	4
Ornamental butter.....	2
Granular butter.....	3
Factory cheese.....	33
Dairy cheese.....	5
Gouda cheese.....	1
Brick cheese.....	2
Swiss cheese.....	1
Total	295

DAIRIES AND FACTORIES REPRESENTED.

Creameries	102
Dairies	19
Cheese factories.....	16
Cheese dairies.....	5
Total	142

ROBERT CRICKMORE, Superintendent.

REPORT OF HORTICULTURAL DEPARTMENT.

WYMAN ELLIOT, SUPERINTENDENT; A. W. LATHAM, ASSISTANT SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: The fruit exhibit at the late fair was especially notable on account of its unusual as well as unexpected size. The preparations made, which were thought to be ample for all contingencies, proved to be altogether inadequate. All the available space on the World's Fair booth was called into use, and by close crowding a little room was gained in the half of the hall devoted to the county exhibits. To show all the fruit desired to be exhibited in competition, it was even necessary to resort to the unusual plan of removing that which had already been passed upon to make way for a second display. With all this crowding, of course, the general appearance of the exhibit was materially interfered with, as fruit never shows to good advantage when unduly crowded. A rough estimate shows some fifty-five exhibitors of apples, from "Uncle" Harris as the leading exhibitor, with in the neighborhood of 250 plates, down to some who had only a single plate of some choice variety. A number of the "regulars" thought their fruit too small for showing on account of the late dry seasons and failed to appear, but the fruit in sight did not warrant the inference that any small or undersized fruit was being grown in Minnesota; for size, color and freedom from blemish, it stood very high. Probably, in all, 2,000 plates of apples were shown in the competitive exhibits. This does not include the very attractive and instructive array of Russian apples, 175 varieties, sent by Prof. J. L. Budd from the Iowa Agricultural College, and so well arranged by his assistant, Mr. J. Sexton. It was a pleasure to make the acquaintance of Mr. Sexton, and many availed themselves of the opportunity to gain information about this interesting class of apples.

An exhibit of about fifty varieties of apples was shown from our state experiment station at the University Farm, which is generally thought not to be very well located for apple culture.

The large number of seedling apples deserves special mention. About 200 varieties were shown, including crabs and hybrids. Those to which awards were made for winter apples will be shown again at the coming winter meeting of the Minnesota State Horticultural Society, before the final award is made, and a further test will be made as to their comparative and positive merits.

The grape display was rather a light one, both as to number of plates and size and appearance of the bunch, but the judge, Mr. J. B. Rogers, an expert from New Jersey, commended them very highly. About 300 plates were exhibited.

The show of plums was a representative one, and included nearly every variety now propagated and a large number of valuable seedlings.

The only pears shown were by Mr. J. S. Harris.

A perusal of the accompanying premium list will be of interest to those who like to know who are growing our fruit and what part of the state is sending in the best specimens.

A larger proportion than usual of the exhibitors were sending their fruit to the fair for the first time, and it is very much to be hoped that they received sufficient encouragement and advantage in so doing to assure their becoming regular exhibitors.

Too many send their products and trust to others to arrange them. This should in every possible case be avoided. First, it is very unlikely that the exhibit can be as well arranged by another to secure satisfactory premiums, and, second, the principal benefit of the fair to fruit exhibitors comes from actual contact and conference with the many prominent growers who are there.

As usual, some came who had made no entries, and some were necessarily disappointed.

A little preliminary planning in preparation for the fair will prevent such disappointment, save much valuable time in putting up the display and increase the probabilities of success. More care in the selection of specimens and in arranging them on the tables will be found time well spent in the case of many exhibitors at our fairs. Then, more of the work of preparation should be done at home. To gather eight specimens of the variety desired to show, four for the collection and four for the single plate, wrap them in paper and throw haphazard with other varieties into a barrel and trust to luck to get them out and together again at the fair, is laying out a tedious job indeed. How much easier and quicker to secure beforehand a supply of paper bags and put into each bag four specimens of a kind, properly wrapped, packing the collective exhibit in a box by itself and the other exhibits by themselves. This method of preparation takes no longer than the very common "hit and miss" plan which is so vexatious and tedious.

The florists, as usual, occupied the space allotted to them and contributed willingly to the decoration of the fruit tables. We cannot spare the flowers, and a judicious mixture of the various products of our art gives pleasing results.

The fruit and flower exhibit as a whole emphasizes strongly the necessity of more elbow-room to keep pace with the development of these industries. In this connection I will quote from a report of the exhibit in our department prepared by Mr. J. B. Rogers of Newark, N. J., a gentleman who has a large acquaintance with fair management and whose sentiments we most heartily indorse:

"The fruit interests of Minnesota have now arrived at a point where, in justice to the growers, a separate hall should be erected for the exhibits of fruits and flowers. This hall should have all the modern appliances, and I believe that many more exhibitors would come forward. There were sufficient fruits and flowers this year to have filled the entire agricultural hall, if shown to the best advantage. The arrangements of the present hall are such that the choicest plants, fruits and flowers cannot be shown four or five days in succession without great loss to the exhibitors."

Let us hope the state fair management, who are beginning to recognize the work of the horticultural department in an appreciative spirit, may have the means as the result of two successful fairs to give us the larger accommodation we need.

WYMAN ELLIOT, Superintendent.

DIVISION G.—FRUITS, FLOWERS AND DOMESTIC STORES.

(Under the auspices of the Minnesota State Horticultural Society.)

Premiums awarded..... \$766.75

Wyman Elliot, Minneapolis, Superintendent.

A. W. Latham, Minneapolis, Assistant Superintendent.

Samuel B. Green, Judge of Apples.

Clarence Wedge, Judge of Amateur Collection of Apples.

J. B. Rogers and N. E. Hansen, Judges of Grapes.

J. S. Harris and N. E. Hansen, Judges of Plums, etc.

Aug. S. Swanson, Judge of Flowers.

Class 68.—Apples.

(For professional growers and nurserymen. By professional growers is understood those growing fruit as a business.)

	1st Prem.	2d Prem.	3d Prem.	4th Prem.	5th. Prem.
Collection of apples (hybrids and Siberians excepted), J. S. Harris, La Crescent.....	\$25.00				
Collection of apples (hybrids and Siberians excepted), W. Somerville, Viola.....		\$20.00			
Collection of apples (hybrids and Siberians excepted), Clarence Wedge, Albert Lea.....			\$15.00		
Collection of apples (hybrids and Siberians excepted), M. Pearce, Chowen.....				\$10.00	
Collection of hybrids and Siberians, J. S. Harris, La Crescent.....	5.00				
Collection of hybrids and Siberians, Wm. Somerville, Viola.....		4.00			

FOR AMATEURS.

Collection of apples (hybrids and Siberians excepted), Chas. Luedloff, Carver.....	15.00				
Collection of apples (hybrids and Siberians excepted), Wm. Oxford, Freebury.....		10.00			
Collection of apples (hybrids and Siberians excepted), W. L. Parker, Farmington.....			8.00		
Collection of apples (hybrids and Siberians excepted), Sidney Corp, Hammond.....				4.00	
Collection of apples (hybrids and Siberians excepted), Ditus Day, Farmington.....					2.00
Collection of hybrids and Siberians, Chas. Luedloff, Carver.....	5.00				
Collection of hybrids and Siberians, Ditus Day, Farmington		4.00			
Collection of hybrids and Siberians, J. A. Howard, Hammond			3.00		
Collection of hybrids and Siberians, Lee B. Davenport, Excelsior.....				2.00	
Collection of hybrids and Siberians, Sidney Corp, Hammond					1.00

SINGLE PLATES.

(Open to all.)

	1st Prem.	2d Prem.	3d Prem.
Plate of largest apples, Sidney Corp, Hammond.....	\$1.50		
Plate of largest apples, Wm. Oxford, Freebury.....		\$1.00	
Plate of largest apples, Wm. Somerville, Viola.....			\$0.50
Plate of handsomest apples, W. L. Parker, Farmington.....	1.50		
Plate of handsomest apples, J. A. Howard, Hammond.....		1.00	
Plate of handsomest apples, Wm. Somerville, Viola.....			.50
Antinovka, Clarence Wedge, Albert Lea.....	1.50		
Antinovka, W. L. Parker, Farmington.....		1.00	
Antinovka, J. S. Harris, La Crescent.....			.50
Anisim, J. S. Harris, La Crescent.....	1.50		
Anisim, W. L. Parker, Farmington.....		1.00	
Anisim, Sidney Corp, Hammond.....			.50
Autumn Streaked, Sidney Corp, Hammond.....	1.50		
Autumn Streaked, J. S. Harris, La Crescent.....		1.00	
Autumn Streaked, Wm. Oxford, Freebury.....			.50
Blush Calville, J. S. Harris, La Crescent.....	1.50		
Blush Calville, W. L. Parker, Farmington.....		1.00	
Borovinka, J. S. Harris, La Crescent.....	1.50		
Borovinka, W. L. Parker, Farmington.....		1.00	
Borovinka, G. H. Smith, Long Lake.....			.50
Brett, Sidney Corp, Hammond.....	1.50		
Brett, Wm. Somerville, Viola.....		1.00	
Charlamoff, Clarence Wedge, Albert Lea.....	1.50		
Charlamoff, W. L. Parker, Farmington.....		1.00	
Charlamoff, Wm. Somerville, Viola.....			.50
Christmas, J. S. Harris, La Crescent.....	1.50		
Cross, Clarence Wedge, Albert Lea.....	1.50		
Cross, W. L. Parker, Farmington.....		1.00	
Duchess of Oldenburg, largest, J. A. Howard, Hammond.....	1.50		
Duchess of Oldenburg, largest, Isabella Barton, Excelsior.....		1.00	
Duchess of Oldenburg, largest, W. L. Parker, Farmington.....			.50
Duchess of Oldenburg, handsomest, Geo. Code, Edina Mills.....	1.50		
Duchess of Oldenburg, handsomest, E. B. Paul, Worthington....		1.00	
Duchess of Oldenburg, handsomest, D. F. Akin, Farmington....			.50
Elgin Beauty, J. S. Harris, La Crescent.....	1.50		
Elgin Beauty, Sidney Corp, Hammond.....		1.00	
Elgin Beauty, Clarence Wedge, Albert Lea.....			.50
Fameuse, W. L. Parker, Farmington.....	1.50		
Fameuse, Ditus Day, Farmington.....		1.00	
Fameuse, J. S. Harris, La Crescent.....			.50
Giant Swaar, Sidney Corp, Hammond.....	1.50		
Giant Swaar, Wm. Somerville, Viola.....		1.00	
Giant Swaar, J. S. Harris, La Crescent.....			.50
Good Peasant, W. L. Parker, Farmington.....	1.50		
Good Peasant, Wm. Somerville, Viola.....		1.00	
Haas, W. S. Widmoyer, Dresbach.....	1.50		
Haas, Clarence Wedge, Albert Lea.....		1.00	
Haas, J. S. Harris, La Crescent.....			.50
Hibernal, largest, W. L. Taylor, Litchfield.....	1.50		
Hibernal, largest, M. Pearce, Chowen.....		1.00	
Hibernal, largest, Sidney Corp, Hammond.....			.50
Hibernal, handsomest, Clarence Wedge, Albert Lea.....	1.50		
Hibernal, handsomest, Wm. Oxford, Freebury.....		1.00	
Hibernal, handsomest, J. S. Harris, La Crescent.....			.50
Longfield, Clarence Wedge, Albert Lea.....	1.50		
Longfield, Wm. Somerville, Viola.....		1.00	
Longfield, J. S. Harris, La Crescent.....			.50
MacMahon White, Sidney Corp, Hammond.....	1.50		
MacMahon White, J. S. Harris, La Crescent.....		1.00	

	1st Prem.	2d Prem.	3d Prem.
MacMahon White, Wm. Somerville, Viola.....			.50
Malinda, Clarence Wedge, Albert Lea.....	1.50		
Malinda, Ditus Day, Farmington.....		1.00	
Malinda, Wm. Somerville, Viola.....			.50
Okabena, J. S. Harris, La Crescent.....	1.50		
Okabena, W. L. Parker, Farmington.....		1.00	
Okabena, D. F. Akin, Farmington.....			.50
Ostrekoﬀ Glass, J. S. Harris, La Crescent.....	1.50		
Ostrekoﬀ Glass, W. L. Parker, Farmington.....		1.00	
Patten's Greening, Clarence Wedge, Albert Lea.....	1.50		
Patten's Greening, W. L. Parker, Farmington.....		1.00	
Patten's Greening, Chas. Luedloﬀ, Carver.....			.50
Peach, W. L. Parker, Farmington.....	1.50		
Peach, Ditus Day, Farmington.....		1.00	
Peach, Wm. Somerville, Viola.....			.50
Peerless, Jacques Mueller, Morristown.....	1.50		
Peerless, C. F. Miller, Faribault.....		1.00	
Peerless, I. Waite, Dean.....			.50
Repka Malenka, Wm. Somerville, Viola.....	1.50		
Repka Malenka, Clarence Wedge, Albert Lea.....		1.00	
Rollin's Pippin, M. Pearce, Chowen.....	1.50		
Rollin's Pippin, W. L. Parker, Farmington.....		1.00	
Rollin's Pippin, J. S. Harris, La Crescent.....			.50
Rollin's Prolific, W. S. Widmoyer, Dresbach.....	1.50		
Rollin's Prolific, Wm. Somerville, Viola.....		1.00	
Rollin's Prolific, J. S. Harris, La Crescent.....			.50
Rollin's Russet, Wm. Somerville, Viola.....	1.50		
Talman Sweet, Ditus Day, Farmington.....	1.50		
Talman Sweet, J. S. Harris, La Crescent.....		1.00	
Tetofsky, Clarence Wedge, Albert Lea.....	1.50		
Tetofsky, J. S. Harris, La Crescent.....		1.00	
Tetofsky, Ditus Day, Farmington.....			.50
Utter, J. S. Harris, La Crescent.....	1.50		
Utter, W. S. Widmoyer, Dresbach.....		1.00	
Utter, G. H. Smith, Long Lake.....			.50
Wealthy, largest, Isabella Barton, Excelsior.....	1.50		
Wealthy, largest, W. L. Parker, Farmington.....		1.00	
Wealthy, largest, H. L. Crane, Excelsior.....			.50
Wealthy, handsomest, Ditus Day, Farmington.....	1.50		
Wealthy, handsomest, J. A. Howard, Hammond.....		1.00	
Wealthy, handsomest, Geo. Code, Edina Mills.....			.50
Wolf River, Sidney Corp, Hammond.....	1.50		
Wolf River, W. L. Parker, Farmington.....		1.00	
Winter White Pigeon, Sidney Corp, Hammond.....	1.50		
Winter White Pigeon, Wm. Somerville, Viola.....		1.00	
Yellow Sweet, Clarence Wedge, Albert Lea.....	1.50		
Yellow Sweet, Wm. Somerville, Viola.....		1.00	

SIBERIANS AND HYBRIDS.

(Open to all.)

Largest hybrids, O. F. Brand, Faribault.....	1.00		
Largest hybrids, J. S. Harris, La Crescent.....		.75	
Largest hybrids, J. A. Howard, Hammond.....			.50
Briar's Sweet, Wm. Oxford, Freebury.....	1.00		
Briar's Sweet, Lee B. Davenport, Excelsior.....		.75	
Briar's Sweet, Wm. Somerville, Viola.....			.50
Dartt, J. S. Harris, La Crescent.....	1.00		
Early Strawberry, W. L. Parker, Farmington.....	1.00		
Early Strawberry, J. A. Howard, Hammond.....		.75	

	1st Prem.	2d Prem.	3d Prem.
Early Strawberry, Lee B. Davenport, Excelsior.....			.50
Florence, Ditus Day, Farmington.....	1.00		
Florence, W. L. Parker, Farmington.....		.75	
Florence, Wm. Somerville, Viola.....			.50
Gideon's No. 6, Wm. Somerville, Viola.....	1.00		
Hyslop, Henry Busse, Minneapolis.....	1.00		
Hyslop, J. A. Howard, Hammond.....		.75	
Hyslop, O. F. Brand, Faribault.....			.50
Martha, Clarence Wedge, Albert Lea.....	1.00		
Martha, W. L. Parker, Farmington.....		.75	
Martha, Ditus Day, Farmington.....			.50
Minnesota, J. A. Howard, Hammond.....	1.00		
Minnesota, W. L. Parker, Farmington.....		.75	
Minnesota, Ditus Day, Farmington.....			.50
Powers, W. L. Parker, Farmington.....	1.00		
Powers, Ditus Day, Farmington.....		.75	
Powers, M. Pearce, Chowen.....			.50
Ride of Minneapolis, A. H. Brackett, Long Lake.....	1.00		
Pride of Minneapolis, J. S. Harris, La Crescent.....		.75	
Sweet Russet, Wm. Somerville, Viola.....	1.00		
Sweet Russet, J. S. Harris, La Crescent.....		.75	
Sweet Russet, Ditus Day, Farmington.....			.50
Tonka, D. T. Wheaton, Morris.....	1.00		
Tonka, Isabella Barton, Excelsior.....		.75	
Tonka, M. Pearce, Chowen.....			.50
Transcendent, G. H. Smith, Long Lake.....	1.00		
Transcendent, W. L. Parker, Farmington.....		.75	
Transcendent, W. S. Widmoyer, Dresbach.....			.50
Virginia, D. F. Akin, Farmington.....	1.00		
Virginia, Lee B. Davenport, Excelsior.....		.75	
Virginia, B. T. Hoyt, St. Paul.....			.50
Whitney, Isabella Barton, Excelsior.....	1.00		
Whitney, W. L. Parker, Farmington.....		.75	
Whitney, J. S. Harris, La Crescent.....			.50

SEEDLING APPLES.

(Open to all.)

Collection (excluding Siberians and hybrids), J. S. Harris, La Crescent	8.00		
Collection (excluding Siberians and hybrids), D. F. Akin, Farmington		6.00	
Collection (excluding Siberians and hybrids), Ditus Day, Farmington			4.00
Collection of Siberians and hybrids, John R. Cummins, Washburn	6.00		
Collection of Siberians and hybrids, H. M. Lyman, Excelsior....		4.00	
Collection of Siberians and hybrids, Ditus Day, Farmington....			2.00
Fall variety, never having received a premium at the Minnesota State Fair, H. M. Lyman, Excelsior.....	6.00		
Fall variety, never having received a premium at the Minnesota State Fair, O. F. Brand, Faribault.....		4.00	
Fall variety, never having received a premium at the Minnesota State Fair, D. F. Akin, Farmington.....			2.00
Winter variety, never having received a premium at the Minnesota State Fair. Before premiums are paid in this lot, exhibits of the same varieties must again be examined and found in good condition (by the same committee, if possible) at the next winter meeting of the Minnesota State Horticultural Society; the apples not having been kept in cold storage, J. S. Harris, La Crescent.....	15.00		
Winter variety, never having received a premium at the Minne-			

1st	2d	3d
Prem.	Prem.	Prem.

sota State Fair. Before premiums are paid in this lot, exhibits of the same varieties must again be examined and found in good condition (by the same committee, if possible) at the next winter meeting of the Minnesota State Horticultural Society; the apples not having been kept in cold storage, W. L. Parker, Farmington.....

8.00

Winter variety, never having received a premium at the Minnesota State Fair. Before premiums are paid in this lot, exhibits of the same varieties must again be examined and found in good condition (by the same committee, if possible) at the next winter meeting of the Minnesota State Horticultural Society; the apples not having been kept in cold storage, H. M. Lyman, Excelsior.....

4.00

Winter variety, never having received a premium at the Minnesota State Fair. Before premiums are paid in this lot, exhibits of the same varieties must again be examined and found in good condition (by the same committee, if possible) at the next winter meeting of the Minnesota State Horticultural Society; the apples not having been kept in cold storage, Dewain Cook, Windom.....

Commended.

Class 69.—Grapes.

(Open to all.)

	1st Prem.	2d Prem.	3d Prem.	4th Prem.	5th. Prem.
Collection, Lee B. Davenport, Excelsior.....	\$20.00				
Collection, Gust Johnson, Excelsior.....		\$15.00			
Collection, Isabella Barton, Excelsior.....			\$10.00		
Collection, M. M. Frisselle, Eureka.....				\$8.00	
Collection, C. W. Sampson, Eureka.....					\$6.00

SINGLE PLATES.

	1st Prem.	2d Prem.	3d Prem.
Agawam (Roger's No. 15), Gust Johnson, Excelsior.....	\$1.50		
Agawam (Roger's No. 15), Lee B. Davenport, Excelsior.....		\$1.00	
Aminia (Roger's No. 39), Lee B. Davenport, Excelsior.....	1.50		
Brighton, Gust Johnson, Excelsior.....	1.50		
Brighton, H. L. Crane, Excelsior.....		1.00	
Brighton, Lee B. Davenport, Excelsior.....			\$0.50
Concord, H. L. Crane, Excelsior.....	1.50		
Concord, C. W. Sampson, Eureka.....		1.00	
Concord, Lee B. Davenport, Excelsior.....			.50
Cottage, Lee B. Davenport, Excelsior.....	1.50		
Delaware, Lee B. Davenport, Excelsior.....	1.50		
Delaware, Isabella Barton, Excelsior.....		1.00	
Delaware, C. W. Sampson, Eureka.....			.50
Duchess, Lee B. Davenport, Excelsior.....	1.50		
Early Victor, Isabella Barton, Excelsior.....	1.50		
Eldorado, Isabella Barton, Excelsior.....	1.50		
Empire State, Isabella Barton, Excelsior.....	1.50		
Empire State, Lee B. Davenport, Excelsior.....		1.00	
Herbert (Roger's No. 44), Lee B. Davenport, Excelsior.....	1.50		
Iona, Lee B. Davenport, Excelsior.....	1.50		
Iona, C. W. Sampson, Eureka.....		1.00	
Lindley (Roger's No. 9), Lee B. Davenport, Excelsior.....	1.50		
Lindley (Roger's No. 9), M. M. Frisselle, Eureka.....		1.00	
Lady, Lee B. Davenport, Excelsior.....	1.50		
Lady, C. W. Sampson, Eureka.....		1.00	
Lady, W. L. Parker, Farmington.....			.50

	1st Prem.	2d Prem.	3d Prem.
Massasoit (Roger's No. 3), Lee B. Davenport, Excelsior.....	1.50		
Moore's Early, Lee B. Davenport, Excelsior.....	1.50		
Moore's Early, Isabella Barton, Excelsior.....		1.00	
Moore's Early, H. L. Crane, Excelsior.....			.50
Niagara, Isabella Barton, Excelsior.....	1.50		
Pocklington, Gust Johnson, Excelsior.....	1.50		
Pocklington, Isabella Barton, Excelsior.....		1.00	
Pocklington, Lee B. Davenport, Excelsior.....			.50
Pokeepsie Red, Isabella Barton, Excelsior.....	1.50		
Telegraph, Lee B. Davenport, Excelsior.....	1.50		
Wilder (Roger's No. 4), Lee B. Davenport, Excelsior.....	1.50		
Worden, Gust Johnson, Excelsior.....	1.50		
Worden, H. L. Crane, Excelsior.....		1.00	
Worden, Lee B. Davenport, Excelsior.....			.50
Wyoming Red, Isabella Barton, Excelsior.....	1.50		
Wyoming Red, Lee B. Davenport, Excelsior.....		1.00	
Wyoming Red, C. W. Sampson, Eureka.....			.50

SEEDLING GRAPES.

(No awards.)

Class 70.—Plums.

(Open to all.)

	1st Prem.	2d Prem.	3d Prem.	4th Prem.	5th. Prem.
Collection (on plates or, if out of season, in glass cans or bottles), Chas. Luedloff, Carver.....	\$5.00				
Collection (on plates or, if out of season, in glass cans or bottles), O. M. Lord, Minnesota City...		\$4.00			
Collection (on plates or, if out of season, in glass cans or bottles), Dewain Cook, Windom.....			\$3.00		
Collection (on plates or, if out of season, in glass cans or bottles), Aug. Wittman, Merriam Park.				\$2.00	
Collection (on plates or, if out of season, in glass cans or bottles), W. L. Parker, Farmington....					\$1.00
	1st Prem.	2d Prem.	3d Prem.		
Cheney, A. H. Brackett, Long Lake.....	\$1.00				
Cheney, W. L. Parker, Farmington.....		\$0.75			
Cheney, Martin Penning, Sleepy Eye.....				\$0.50	
Desota, Clarence Wedge, Albert Lea.....		1.00			
Desota, Chas. Luedloff, Carver.....			.75		
Desota, W. L. Parker, Farmington.....				.50	
Forest Garden, Chas. Luedloff, Carver.....		1.00			
Forest Garden, W. E. Coffin, Hamline.....			.75		
Forest Garden, Lee B. Davenport, Excelsior.....				.50	
New Ulm, O. M. Lord, Minnesota City.....		1.00			
New Ulm, Chas. Luedloff, Carver.....			.75		
New Ulm, Dewain Cook, Windom.....				.50	
Ochceda, Chas. Luedloff, Carver.....		1.00			
Ochceda, A. H. Brackett, Long Lake.....			.75		
Ochceda, O. M. Lord, Minnesota City.....				.50	
Rockford, Dewain Cook, Windom.....		1.00			
Rockford, W. L. Parker, Farmington.....			.75		
Rollingstone, Dewain Cook, Windom.....		1.00			
Rollingstone, Chas. Luedloff, Carver.....			.75		
Rollingstone, A. H. Brackett, Long Lake.....				.50	
Stoddard, O. M. Lord, Minnesota City.....		1.00			
Stoddard, W. L. Parker, Farmington.....			.75		
Stoddard, Martin Penning, Sleepy Eye.....				.50	

	1st Prem.	2d Prem.	3d Prem.
Surprise, Martin Penning, Sleepy Eye.....	1.00		
Weaver, Martin Penning, Sleepy Eye.....	1.00		
Weaver, Chas. Luedloff, Carver.....		.75	
Weaver, W. L. Parker, Farmington.....			.50
Wolf, O. M. Lord, Minnesota City.....	1.00		
Wolf, Dewain Cook, Windom.....		.75	
Wolf, Chas. Luedloff, Carver.....			.50
Wyant, Chas. Luedloff, Carver.....	1.00		
Wyant, O. M. Lord, Minnesota City.....		.75	
Wyant, Dewain Cook, Windom.....			.50
New seedling plum, never having received a premium at the Min- nesota State Fair, W. S. Widmoyer, Dresbach.....	3.00		
New seedling plum, never having received a premium at the Min- nesota State Fair, Dewain Cook, Windom.....		2.00	
New seedling plum, never having received a premium at the Min- nesota State Fair, Sacred Heart Nursery, Sacred Heart.....			1.00
Pears, J. S. Harris, La Crescent.....	3.00		

Class 71.—Fresh Blackberries.

Ancient Briton, H. L. Crane, Excelsior.....	\$1.00
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Class 72.—Flowers.

(For professional growers.)

(All plants must have been grown by the exhibitor at least six months.)

	1st Prem.	2d Prem.	3d Prem.	4th Prem.
Collection of greenhouse and hothouse plants, Mendenhall Greenhouses, Minneapolis.....	\$30.00			
Collection of greenhouse and hothouse plants, Jacob Hart- man, Minneapolis.....		\$25.00		
Collection of greenhouse and hothouse plants, E. Nagel & Co., Minneapolis.....			\$20.00	
Collection of greenhouse and hothouse plants, John Va- satka, Minneapolis.....				\$10.00
		1st Prem.	2d Prem.	3d Prem.
Collection of foliage and decorative plants, Mendenhall Green- houses, Minneapolis.....	\$15.00			
Collection of foliage and decorative plants, E. Nagel & Co., Min- neapolis			\$10.00	
Collection of foliage and decorative plants, John Vasatka, Minne- apolis				\$5.00
Collection of climbing vines, five varieties, Jacob Hartman, Min- neapolis		2.00		
Collection of climbing vines, five varieties, E. Nagel & Co., Minne- apolis			1.00	
Collection of climbing vines, five varieties, John Vasatka, Minne- apolis .....				.50
Collection of five hanging baskets, one of a kind, John Vasatka, Minneapolis		2.00		
Collection of coleus, six or more varieties, John Vasatka, Minne- apolis		2.00		
Collection of coleus, six or more varieties, Jacob Hartman, Minne- apolis			1.00	
Collection of coleus, six or more varieties, E. Nagel & Co., Minne- apolis .....				.50
Collection of tuberous-rooted begonias, E. Nagel & Co., Minne- apolis		2.00		
Collection of tuberous-rooted begonias, John Vasatka, Minneapolis			1.00	
Single specimen palm, Mendenhall Greenhouses, Minneapolis....	3.00			
Single specimen palm, E. Nagel & Co., Minneapolis.....		2.00		

	1st Prem.	2d Prem.	3d Prem.
Single specimen palm, John Vasatka, Minneapolis.....			1.00
Tuberous-rooted begonias, single, E. Nagel & Co., Minneapolis...	2.00		
Tuberous-rooted begonias, John Vasatka, Minneapolis.....		1.00	
Tuberous-rooted begonias, double, E. Nagel & Co., Minneapolis..	2.00		
Geraniums in bloom, ten varieties, John Vasatka, Minneapolis...	4.00		
Geraniums in bloom, ten varieties, E. Nagel & Co., Minneapolis..		2.00	
Geraniums in bloom, ten varieties, Jacob Hartman, Minneapolis...			1.00
Collection of tri-colored, variegated geraniums, Jacob Hartmann, Minneapolis	2.00		
Collection of tri-colored, variegated geraniums, John Vasatka, Minneapolis		1.00	
Vases filled with plants—at the fountain in Horticultural Hall, Jacob Hartmann, Minneapolis.....	4.00		
Vases filled with plants—at the fountain in Horticultural Hall, John Vasatka, Minneapolis.....		3.00	
Vases filled with plants—at the fountain in Horticultural Hall, E. Nagel & Co., Minneapolis.....			2.00

CUT FLOWERS.

Collection of cut flowers in design, Mendenhall Greenhouses, Min- neapolis	10.00		
Collection of cut flowers in design, E. Nagel & Co., Minneapolis..		5.00	
Collection of cut flowers in design, John Vasatka, Minneapolis...			3.00
Asters, assorted colors, not less than ten kinds, Jacob Hartmann, Minneapolis	3.00		
Asters, assorted colors, not less than ten kinds, E. Nagel & Co., Minneapolis		2.00	
Asters, assorted colors, not less than ten kinds, John Vasatka, Minneapolis			1.00
Asters, assorted colors, not less than ten kinds, M. M. Frisselle, Eureka	Com.		
Gladioli, twelve distinct colors, John Vasatka, Minneapolis.....	3.00		
Gladioli, twelve distinct colors, E. Nagel & Co., Minneapolis.....		2.00	
Carnations, ten varieties, Jacob Hartmann, Minneapolis.....	3.00		
Carnations, ten varieties, E. Nagel & Co., Minneapolis.....		2.00	
Carnations, ten varieties, John Vasatka, Minneapolis.....			1.00
Roses, six varieties, Mendenhall Greenhouses, Minneapolis.....	3.00		
Roses, six varieties, E. Nagel & Co., Minneapolis.....		2.00	
Roses, six varieties, John Vasatka, Minneapolis.....			1.00
Pansies, Jacob Hartmann, Minneapolis.....	3.00		
Pansies, John Vasatka, Minneapolis.....		2.00	
Petunias, Jacob Hartmann, Minneapolis.....	3.00		
Petunias, E. Nagel & Co., Minneapolis.....		2.00	
Petunias, John Vasatka, Minneapolis.....			1.00

BASKETS AND BOUQUETS.

Twelve-inch basket of flowers, Mendenhall Greenhouses, Minne- apolis	5.00		
Twelve-inch basket of flowers, E. Nagel & Co., Minneapolis.....		3.00	
Twelve-inch basket of flowers, Jacob Hartmann, Minneapolis....			2.00
Twelve-inch basket of flowers, John Vasatka, Minneapolis.....	Com.		
Pyramid bouquet, E. Nagel & Co., Minneapolis.....	3.00		
Pyramid bouquet, Jacob Hartmann, Minneapolis.....		2.00	
Pyramid bouquet, John Vasatka, Minneapolis.....			1.00
Hand bouquet, not over nine inches across, E. Nagel & Co., Min- neapolis	3.00		
Hand bouquet, not over nine inches across, Jacob Hartmann, Min- neapolis		2.00	
Hand bouquet, not over nine inches across, John Vasatka, Minne- apolis			1.00
Bridal bouquet, white flowers, E. Nagel & Co., Minneapolis.....	3.00		
Bridal bouquet, white flowers, John Vasatka, Minneapolis.....			1.00

(For non-professional growers.)

	1st Prem.	2d Prem.	3d Prem.
Collection of house plants in pots, M. M. Flagg, St. Anthony Park	5.00		
Collection of house plants in pots, Mrs. Wm. Lyons, Minneapolis		3.00	
Collection of coxcomb, Mrs. Wm. Lyons, Minneapolis.....		1.00	
Collection of geraniums in bloom, Mrs. Wm. Lyons, Minneapolis.	3.00		
Collection of foliage plants, five varieties, Mrs. Wm. Lyons, Minneapolis	3.00		
Hanging baskets, a pair, Mrs. Wm. Lyons, Minneapolis.....	2.00		
Collection of climbing vines, Mrs. Wm. Lyons, Minneapolis.....	2.00		
Collection of annual cut flowers, Emma V. White, Minneapolis...	3.00		
Collection of annual cut flowers, M. C. Axtell, Minneapolis.....		2.00	
Collection of annual cut flowers, Mrs. Wm. Lyons, Minneapolis...			1.00

REPORT OF SUPERINTENDENT OF HONEY, BEES, AND APIARIAN SUPPLIES.

J. P. WEST, SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: I have the honor to herewith submit my report of the department under my charge for the year 1896. The number of exhibitors was not quite as large as last year, but there were fourteen exhibitors, thirteen of whom received premiums. While the space allotted to this department is probably the best that can be given to it, it is far from being what it should be in order that the exhibit should be displayed in the best manner possible. It is not possible to have a first-class exhibit of bees, which is always attractive and interesting, in such a place as is now used. Nevertheless, the exhibit of 1896 was one of the finest and most complete ever seen in the Northwest. The quality was fine and of a very high order. The exhibit was attractive to every class and was admired by visitors from many states of the Union and pronounced by good judges to be the best of the kind ever seen at any state fair. The bee keepers of Minnesota have taken an interest in this department and deserve considerable credit in helping to make an exhibit which added so much interest to the great fair of 1896. The following are the exhibitors to whom premiums were awarded.

Respectfully submitted,

J. P. WEST,

Superintendent Honey Department.

DIVISION H.—HONEY, BEES AND APIARIAN SUPPLIES.

Premiums awarded..... \$332.00

J. P. West, Hastings, Superintendent.
J. T. Calvert and W. J. Stahmann, Judges.

Class 73.—Honey.

	1st Prem.	2d Prem.	3d Prem.	4th Prem.
Most attractive display and best quality of white clover comb honey, C. Theilmann, Theilmann.....	\$12.00			
Most attractive display and best quality of white clover comb honey, H. G. Acklin, St. Paul.....		\$10.00		
Most attractive display and best quality of white clover comb honey, Scott LaMont, Jarrett.....			\$5.00	

	1st Prem.	2d Prem.	3d Prem.	4th Prem.
Most attractive display and best quality of white clover comb honey, E. K. Jacques, Crystal.....				\$3.00
Most attractive display and best quality of basswood or Linden comb honey, Wm. Urie & Son, Minneapolis....	12.00			
Most attractive display and best quality of basswood or Linden comb honey, Wm. Russell, Minnehaha Park....		10.00		
Most attractive display and best quality of basswood or Linden comb honey, C. Theilmann, Theilmann.....			5.00	
Most attractive display and best quality of basswood or Linden comb honey, J. A. Howard, Hammond.....				3.00
Most attractive display and best quality of extracted white clover honey, H. G. Acklin, St. Paul.....	12.00			
Most attractive display and best quality of extracted white clover honey, F. H. Moeser, Minneapolis.....		10.00		
Most attractive display and best quality of extracted white clover honey, Wm. Russell, Minnehaha Park....			5.00	
Most attractive display and best quality of extracted white clover honey, O. Gessner, St. Paul.....				3.00
Most attractive display and best quality of extracted basswood or Linden honey, F. H. Moeser, Minneapolis	12.00			
Most attractive display and best quality of extracted basswood or Linden honey, H. L. F. Witte, Minneapolis		10.00		
Most attractive display and best quality of extracted basswood or Linden honey, W. H. Bright, Mazeppa..			5.00	
Most attractive display and best quality of extracted basswood or Linden honey.....				3.00
Most attractive display and best quality of fall comb honey, E. K. Jacques, Crystal.....	12.00			
Most attractive display and best quality of fall comb honey, J. A. Howard, Hammond.....		10.00		
Most attractive display and best quality of fall comb honey, P. Howe, Kellogg.....			5.00	
Most attractive display and best quality of fall comb honey, Scott LaMont, Jarrett.....				3.00
Most attractive and finest display of comb honey, C. Theilmann, Theilmann	8.00			
Most attractive and finest display of comb honey, Wm. Urie & Son, Minneapolis.....		5.00		
Most attractive and finest display of comb honey, E. K. Jacques, Crystal			3.00	
Most attractive and finest display of comb honey, F. H. Moeser, Minneapolis				2.00
Most attractive and finest display of extracted honey, H. G. Acklin, St. Paul.....	8.00			
Most attractive and finest display of extracted honey, F. H. Moeser, Minneapolis.....		6.00		
Most attractive and finest display of extracted honey, Wm. Russell, Minnehaha Park.....			5.00	
Most attractive and finest display of extracted honey, Wm. Urie & Son, Minneapolis.....				4.00
Most attractive and finest display of comb honey, not less than 20 pounds, and the manner of putting up for market considered, E. K. Jacques, Crystal.....	8.00			
Most attractive and finest display of comb honey, not less than 20 pounds, and the manner of putting up for market considered, C. Theilmann, Theilmann.....		5.00		
Most attractive and finest display of comb honey, not less than 20 pounds, and the manner of putting up for market considered, Wm. Russell, Minnehaha Park.....				3.00

	1st Prem.	2d Prem.	3d Prem.	4th Prem.
Most attractive and finest display of comb honey, not less than 20 pounds, and the manner of putting up for market considered, F. H. Moeser, Minneapolis.....				2.00
Nucleus of Italian bees and queen, H. G. Acklin, St. Paul	6.00			
Nucleus of Italian bees and queen, Wm. Urie & Son, Minneapolis		4.00		
Nucleus of Italian bees and queen, Wm. Russell, Minnehaha Park			3.00	
Nucleus of Italian bees and queen, W. H. Bright, Mazeppa				2.00
Collection of different races of queens, H. G. Acklin, St. Paul	6.00			
Collection of different races of queens, W. H. Bright, Mazeppa		4.00		
Collection of different races of queens, O. Gessner, St. Paul			3.00	
Collection of different races of queens, Wm. Urie & Son, Minneapolis				2.00
			1st Prem.	2d Prem.
Beeswax, not less than ten pounds, soft, bright yellow to have the preference, H. G. Acklin, St. Paul.....			\$5.00	
Beeswax, not less than ten pounds, soft, bright yellow to have the preference, W. H. Bright, Mazeppa.....				\$3.00
Honey vinegar, not less than one gallon, to be exhibited in glass, H. G. Acklin, St. Paul.....		3.00		
Honey vinegar, not less than one gallon, to be exhibited in glass, Wm. Russell, Minnehaha Park.....				2.00
Display of apiarian supplies and implements, H. G. Acklin, St. Paul....		12.00		
Display of apiarian supplies and implements, W. H. Bright, Mazeppa...				5.00
Largest and best variety of uses that honey may be applied to (illustrated by individual samples of different things into which it enters), cakes, pastry, meats, etc., Wm. Urie & Son, Minneapolis.....			10.00	
Largest and best variety of uses that honey may be applied to (illustrated by individual samples of different things into which it enters), cakes, pastry, meats, etc., J. A. Howard, Hammond.....				5.00

GRAND SWEEPSTAKES.

Largest, best and most attractive exhibition in this department, all things considered, Wm. Urie & Son, Minneapolis.....	15.00
Largest, best and most attractive exhibition in this department, all things considered, W. H. Bright, Mazeppa.....	8.00

Class 74.—Sugar and Syrup.

Exhibit amber cane sugar, to consist of ten pounds or more of sugar manufactured from amber cane, with mode of manufacture, Seth H. Kenney, Morristown.....	10.00
Exhibit amber cane syrup, to consist of one gallon or more of syrup manufactured from amber cane, with mode of manufacture, Seth H. Kenney, Morristown.....	5.00
Exhibit of maple sugar, ten pounds, I. G. Bass, Hamline.....	3.00
Exhibit of maple sugar, ten pounds, W. L. Parker, Farmington.....	2.00
Exhibit maple syrup, one gallon, I. G. Bass, Hamline.....	3.00
Exhibit maple syrup, one gallon, W. L. Parker, Farmington.....	2.00

REPORT OF SUPERINTENDENT OF DIVISION J.

J. E. COOLEY, SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: I have the honor herewith to submit a report of the agricultural exhibit at the state fair. One year ago the space in agricultural hall allotted to agricultural exhibits was overcrowded, the building being too small to contain the agricultural and horticultural exhibits. This necessitated crowding large exhibits into small space, thereby losing the good effect which a fine exhibit is bound to produce. To obviate that trouble this year, the management concluded to utilize the large room under the grand stand for general agricultural exhibits, thereby giving all the space heretofore allotted to agriculture in the agricultural building to farm and county exhibits.

The management had increased the premium on county exhibits from \$300 to \$700 and changed the plan of awarding the premiums from first, second and third prizes, as heretofore, to paying pro rata according to merit, dividing the exhibits into eighteen lots or points, which constituted the basis upon which the judges were to work. The same plan was used for farm exhibits, thereby giving every exhibitor some portion of the prize. The plan met with the approval of the exhibitors in nearly every instance. This being the first year it was tried, some slight irregularities were observed, which will be remedied hereafter.

Too much importance cannot be placed on the agricultural display at our state fairs, as that should be the principal department of the fair. It is called an "Agricultural Show," and "big pumpkins" make it famous. The wealth of Minnesota is mainly derived from the fertility of her soil, and the farmer is the one who produces that wealth. Every effort, therefore, should be made by the management to encourage the upbuilding and development of this, Minnesota's greatest industry.

Too much cannot be said in praise of the county exhibits. There were not as many as in previous years, owing in part to the crowded condition of the building at that time. The counties were slow in sending exhibits where they were afraid they would be compelled to either leave them boxed or show to a disadvantage. Some counties in the southern and central portions of the state suffered so much from drouth that they did not deem it advisable to attempt an exhibit this year. The counties of Mille Lacs, Stevens, Itasca, Lac qui Parle, Traverse, Morrison, and St. Louis all had creditable exhibits; not being crowded for space, they had a chance to make artistic displays, which were never surpassed and seldom equaled at any state fair in Minnesota or elsewhere.

The farm exhibits were excellent and proved the wisdom of the management in encouraging separate exhibits of that kind. The placing of all vegetable exhibits, except county and farm, in the new room under the grand stand, gave the much needed space required in agricultural hall. But the good effect produced by a very large exhibit was in a measure lost by being divided. All agricultural exhibits should, in my opinion, be together.

It is apparent to the management that an addition should be built to agricultural hall to contain the horticultural exhibits, or Division G. In that way all products of the soil would be together, thereby making a display better calculated to please than it would if divided into separate buildings long distances apart. Besides, there would be a saving in the expense of handling and caring for the exhibits.

The general agricultural exhibits in the new room were of superior quality. So much so, that, although placed in competition with vegetable exhibits from the states of Washington, Montana, and Idaho, it was hard to make many spectators believe the exhibit was not from these mammoth vegetable producing states. For this reason, I would advise the moving of Minnesota exhibits from that building, that they may not detract from the splendid exhibits of these other states. These outside exhibits will, no doubt, be a fixed feature hereafter and prove of great benefit and an attraction at our fairs. I would suggest that some definite arrangement be made for premiums to be given for exhibits from our neighboring states.

All of which is respectfully submitted,

J. E. COOLEY,
Superintendent of Division J.

DIVISION J.—VEGETABLES, GRAIN AND FARM PRODUCE.

Premiums awarded..... \$979.00

J. E. Cooley, Duluth, Superintendent.

W. M. Hays, J. B. Rogers, A. Snyder, Judges.

Class 75.—Vegetables.

	1st Prem.	2d Prem.	3d Prem.
Collection of fifteen varieties, August Wittman, Merriam Park...	\$10.00		
Collection of sweet corn (ten ears of each), August Wittman, Merriam Park.....	2.00		
Collection of onions (one-half peck of each), August Wittman, Merriam Park.....	2.50		
Collection of muskmelon (four of each), Wm. Mackintosh, Langdon	2.50		
Collection of muskmelon (four of each), August Wittman, Merriam Park		\$1.50	
Collection of peppers (one-quarter peck of each), August Wittman, Merriam Park.....	2.00		
Collection of early potatoes (one peck of each), August Wittman, Merriam Park.....	5.00		
Collection of late potatoes (one peck of each), August Wittman, Merriam Park.	5.00		
Collection of squashes (three of each), August Wittman, Merriam Park	3.00		
Collection of squashes (three of each), E. J. Loyd, St. Paul.....		2.00	\$1.00
Collection of tomatoes (one-half peck of each), August Wittman, Merriam Park.....	2.50		
Collection of watermelons (three of each), Wm. Mackintosh, Langdon	3.00		
Collection of watermelons (three of each), August Wittman, Merriam Park.....		2.00	

SINGLE VARIETIES.

(Farmers' Class.)

Beans, in green pod, August Wittman, Merriam Park.....	2.00		
Beans, in green pod, W. A. Wessinger, Merriam Park.....		1.00	
Beans, in green pod, O. A. Smith, Clearwater.....			.50
Beets, sugar (one peck), August Wittman, Merriam Park.....	2.00		
Beets, mangel-wurzel (one peck), August Wittman, Merriam Park	2.00		
Beets, mangel wurzel (one peck), H. L. Crane, Excelsior.....		1.00	
Beets, mangel kurzol (one peck), Rudolph Knapheide, St. Paul...			.50
Cabbage (three specimens), early, August Wittman, Merriam Park	2.00		
Cabbage (three specimens), early, W. A. Wessinger, Merriam Park		1.00	
Cabbage (three specimens), early, B. T. Hoyt, St. Paul.....			.50
Cabbage (three specimens) late, August Wittman, Merriam Park..	2.00		
Cabbage (three specimens), late, W. A. Wessinger, Merriam Park		1.00	
Carrots, white (one peck), W. A. Wessinger, Merriam Park.....	2.00		
Carrots, white (one peck), August Wittman, Merriam Park.....		1.00	
Carrots, red (one peck), August Wittman, Merriam Park.....	2.00		
Carrots, red (one peck), B. T. Hoyt, St. Paul.....		1.00	
Carrots, red (one peck), W. A. Wessinger, Merriam Park.....			.50
Cauliflower (three specimens), August Wittman, Merriam Park...	2.00		

	1st	2d Prem.	3d Prem.
Cauliflower (three specimens), W. A. Wessinger, Merriam Park..		1.00	
Celery, golden self-blanching (six bunches), W. A. Wessinger, Merriam Park.....			.50
Celery, white plume (six bunches), W. A. Wessinger, Merriam Park .....			.50
Corn, sweet, in green ear, August Wittman, Merriam Park.....	2.00		
Corn, sweet, in green ear, W. A. Wessinger, Merriam Park.....		1.00	
Corn, sweet, in green ear, B. T. Hoyt, St. Paul.....			.50
Cucumber (six specimens), W. A. Wessinger, Merriam Park.....	2.00		
Cucumber (six specimens), Rudolph Knapheide, St. Paul.....		1.00	
Cucumber (six specimens), O. A. Smith, Clearwater.....			.50
Egg plant (six specimens), W. A. Wessinger, Merriam Park.....	2.00		
Muskmelon (three specimens), Wm. Mackintosh, Langdon.....	2.00		
Muskmelon (three specimens), W. E. Coffin, Hamline.....		1.00	
Onions, red (one peck), H. L. F. Witte, Minneapolis.....	2.00		
Onions, red (one peck), W. A. Wessinger, Merriam Park.....		1.00	
Onions, red (one peck), August Wittman, Merriam Park.....			.50
Onions, yellow (one peck), Henry Busse, Minneapolis.....	2.00		
Onions, yellow (one peck), H. L. F. Witte, Minneapolis.....		1.00	
Onions, yellow (one peck), W. A. Wessinger, Merriam Park.....			.50
Onions, white (one peck), W. A. Wessinger, Merriam Park.....	2.00		
Onions, white (one peck), B. T. Hoyt, St. Paul.....		1.00	
Onions, white (one peck), August Wittman, Merriam Park.....			.50
Parsnip (one peck), B. T. Hoyt, St. Paul.....	2.00		
Parsnip (one peck), W. A. Wessinger, Merriam Park.....		1.00	
Parsnip (one peck), August Wittman, Merriam Park.....			.50
Peas, in green pod, W. A. Wessinger, Merriam Park.....		1.00	
Peas, in green pod, August Wittman, Merriam Park.....			.50
Peas, Canadian, Golden Vine or Prussian Blue (one-half bushel), August Wittman, Merriam Park.....	3.00		
Potatoes, early (one peck), Henry Busse, Minneapolis.....	2.00		
Potatoes, early (one peck), W. A. Wessinger, Merriam Park.....		1.00	
Potatoes, early (one peck), August Wittman, Merriam Park.....			.50
Potatoes, late (one peck), Henry Busse, Minneapolis.....	2.00		
Potatoes, late (one peck), August Wittman, Merriam Park.....		1.00	
Potatoes, late (one peck), W. A. Wessinger, Merriam Park.....			.50
Pumpkin (three specimens), W. A. Wessinger, Merriam Park....	2.00		
Pumpkin (three specimens), E. J. Loyd, St. Paul.....		1.00	.50
Radishes, winter, August Wittman, Merriam Park.....	2.00		
Radishes, winter, W. A. Wessinger, Merriam Park.....		1.00	
Radishes, winter, Rudolph Knapheide, St. Paul.....			.50
Rutabaga (one-half bushel), B. T. Hoyt, St. Paul.....	2.00		
Rutabaga (one-half bushel), W. A. Wessinger, Merriam Park....		1.00	
Rutabaga (one-half bushel), O. A. Smith, Clearwater.....			.50
Squash, early (three specimens), Selden Wilcox, Hugo.....	2.00		
Squash, early (three specimens), O. A. Smith, Clearwater.....		1.00	
Squash, early (three specimens), W. A. Wessinger, Merriam Park			.50
Squash, late (three specimens), W. A. Wessinger, Merriam Park.	2.00		
Squash, late (three specimens), W. E. Coffin, Hamline.....		1.00	
Sunflower (six stalks), O. A. Smith, Clearwater.....	2.00		
Sunflower (six stalks), W. A. Wessinger, Merriam Park.....		1.00	
Sunflower (six stalks), August Wittman, Merriam Park.....			.50
Tomatoes (one peck), W. E. Coffin, Hamline.....	2.00		
Tomatoes (one peck), W. A. Wessinger, Merriam Park.....		1.00	
Turnips, white, O. A. Smith, Clearwater.....	2.00		
Turnips, white, B. T. Hoyt, St. Paul.....		1.00	
Watermelon (three specimens), Wm. Mackintosh, Langdon.....	2.00		
Watermelons (three specimens), W. A. Wessinger, Merriam Park		1.00	

Class 76.—Grains.

	1st	2d	3d
		Prem.	Prem.
Barley, black (one peck), W. A. Wessinger, Merriam Park.....	\$3.00		
Barley, white (one peck), W. A. Wessinger, Merriam Park.....	3.00		
Barley, white (one peck), Rudolph Knapheide, St. Paul.....		\$2.00	
Barley, white (one peck), D. T. Wheaton, Morris.....			\$1.00
Beans, white (one peck), August Wittman, Merriam Park.....	3.00		
Beans, white (one peck), O. A. Smith, Clearwater.....		2.00	
Beans, white (one peck), W. A. Wessinger, Merriam Park.....			1.00
Buckwheat (one peck), Rudolph Knapheide, St. Paul.....	3.00		
Corn, broom, seed, straw (ten stalks), O. A. Smith, Clearwater...	3.00		
Corn, white dent (ten ears), Rudolph Knapheide, St. Paul.....	3.00		
Corn, white dent (ten ears), August Wittman, Merriam Park.....		2.00	
Corn, white dent (ten ears), W. A. Wessinger, Merriam Park....			1.00
Corn, yellow dent (ten ears), Rudolph Knapheide, St. Paul.....	3.00		
Corn, yellow dent (ten ears), C. C. Lyford, Minneapolis.....		2.00	
Corn, yellow dent (ten ears), August Wittman, Merriam Park....			1.00
Corn, white flint (ten ears), W. A. Wessinger, Merriam Park.....	3.00		
Corn, white flint (ten ears), August Wittman, Merriam Park.....		2.00	
Corn, yellow flint (ten ears), Rudolph Knapheide, St. Paul.....	3.00		
Corn, yellow flint (ten ears), W. A. Wessinger, Merriam Park....		2.00	
Corn, yellow flint (ten ears), August Wittman, Merriam Park....			1.00
Corn, pop (ten ears), O. A. Smith, Clearwater.....	3.00		
Corn, pop (ten ears), W. A. Wessinger, Merriam Park.....		2.00	
Corn, pop (ten ears), August Wittman, Merriam Park.....			1.00
Hops (five pounds), W. A. Wessinger, Merriam Park.....	3.00		
Hops (five pounds), August Wittman, Merriam Park.....		2.00	
Oats, white (one peck), W. A. Wessinger, Merriam Park.....	3.00		
Oats, white (one peck), Rudolph Knapheide, St. Paul.....		2.00	
Oats, white (one peck), O. A. Smith, Clearwater.....			1.00
Peas, field (one peck), C. H. Murphy, Caledonia.....	3.00		
Peas, field (one peck), W. A. Wessinger, Merriam Park.....		2.00	
Peas, field (one peck), August Wittman, Merriam Park.....			1.00
Rye (one peck), D. T. Wheaton, Morris.....		2.00	
Rye (one peck), W. A. Wessinger, Merriam Park.....			1.00
Seed, clover (one peck), W. A. Wessinger, Merriam Park.....	3.00		
Seed, flax (one peck), D. T. Wheaton, Morris.....	3.00		
Seed, flax (one peck), W. A. Wessinger, Merriam Park.....		2.00	
Seed, timothy (one peck), O. A. Smith, Clearwater.....	3.00		
Seed, timothy (one peck), W. A. Wessinger, Merriam Park.....		2.00	
Seed, timothy (one peck), Rudolph Knapheide, St. Paul.....			1.00
Wheat, flke (one peck), O. A. Smith, Clearwater.....		2.00	
Wheat, other spring (one peck), W. A. Wessinger, Merriam Park.	3.00		
Wheat, other spring (one peck), D. T. Wheaton, Morris.....		2.00	
Wheat, other spring (one peck) Rudolph Knapheide, St. Paul....			1.00

COUNTY EXHIBITS.

Display of grains, grasses, vegetables, fruits and other agricultural and horticultural products, by any county or local agricultural or horticultural society (outside of Hennepin and Ramsey counties); no portion of the display to be entered for individual premiums; to be paid pro rata to competitors, according to merit..... \$700.00

Score on County Exhibits.

	Stevens County.	Itasca County.	Pope County.	Mille Lacs County.	Lac qui Parle County.	Traverse County.	Morrison County.	St. Louis County.
Wheat.....	75	40	70	75	60	55	.....	.....
Corn, shelled.....	80	60	50	80	75	70	.....	30
Oats.....	60	95	.....	60	60	60	50	.....
Barley.....	75	40	40	60	60	50	.....	.....
Flax.....	80	.....	70	70	70	80	.....	.....
Grains in sheaf, including flax.....	90	70	85	100	95	80	75	.....
Flax fiber (50), sugar beet (25), sorghum (25).....	70	20	60	80	80	70	20	.....
Native grasses.....	90	80	75	95	75	60	80	.....
Tame grasses.....	70	70	65	80	70	70	80	.....
Clover, rape, etc.....	90	40	45	85	80	50	60	.....
Potatoes.....	34	40	10	100	24	14	12	40
Stock vegetables and peas.....	75	50	20	90	50	60	20	40
Culinary vegetables.....	85	50	70	100	60	75	60	60
Fruits.....	75	.....	55	90	70	60	45	60
Miscellaneous.....	50	50	50	70	50	50	50	50
Quantity.....	80	60	75	100	85	75	50	50
Greatest number varieties.....	70	70	60	90	80	65	50	60
Design and taste.....	65	75	65	90	90	80	60	80
Total percentage.....	1,314	910	895	1,515	1,234	1,124	712	470
Money award.....	\$112.47	\$77.89	\$76.22	\$129.68	\$105.63	\$96.21	\$60.94	\$40.96
Premium.....	Second	Fifth	Sixth	First	Third	Fourth	Seventh	Eighth

FARM EXHIBITS.

Display of grains, grasses, vegetables, fruits and other agricultural and horticultural products, by any farmer in Minnesota; no portion of display to be entered for individual premiums; to be paid pro rata to competitors, according to merit.....

\$50.00

Score on Farm Exhibits.

	W. P. Hubbs, Madison.	Rudolph Knap- heide, St. Paul.	O. A. Smith, Clear- water.	John Prescott, Princeton.	W. A. Wessing- er, Merriam Park.
Wheat.....	.....	60	60	.....	35
Corn, shelled.....	20	85	90	95	80
Oats.....	.....	50	80	40	50
Barley.....	.....	90	50	.....	90
Flax.....	.....	.....	.....	.....	60
Grains in sheaf, including flax.....	85	.....	90	75	.....
Flax fiber (50), sugar beet (25), sorghum (25).....	50	20	50	20	20
Native grasses.....	20	.....	50	65	.....
Tame grasses.....	60	.....	60	60	20
Clover, rape, etc.....	20	.....	75	60	.....
Potatoes.....	10	30	95	95	20
Stock vegetables and peas.....	.....	40	80	60	65
Culinary vegetables.....	20	80	75	100	95
Fruits.....	.....	60	40	20	90
Miscellaneous.....	50	50	50	50	50
Quantity.....	40	85	80	90	92
Greatest number of varieties.....	20	75	60	90	85
Design and taste.....	40	50	50	70	60
Total percentage.....	435	795	1,135	990	912
Money award.....	\$5.08	\$9.30	\$13.26	\$11.69	\$10.67
Premium.....	Fifth	Fourth	First	Second	Third

REPORT OF SUPERINTENDENT OF WOMAN'S BUILDING.

D. R. M'GINNIS, SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: We beg herewith to submit a partial report of the respective departments under our charge in the woman's building for the year 1896.

There were upwards of 1,200 exhibits in the three departments—ladies' textile work, domestic canned goods, and fine arts. We found that the whole eastern half of the main part of the building was none too large for a proper display of the ladies' textile work, but, on the contrary, we could have used more space, as the exhibits were much larger in individual numbers than previous years.

We beg to suggest at the next state fair that space be reserved for the exclusive display of needlework by children under fifteen years old; also, a space for the display or exhibition of kindergarten work by children from the Twin Cities. The latter, if adopted, to receive prominent mention in the premium list.

We beg again to remind the management that the room assigned for the display of the fine arts is altogether ill-adapted for that purpose; there is not sufficient hanging space; the walls are too low; the light is miserable, the latter so much so as to cause adverse criticism from exhibitors and the public. If a painting has any good points it is marred by the poor light. These defects in the art room can be remedied by raising the roof and having the light come from the roof. A number of the pictures had to be placed in the main room for lack of space in the art room.

In the domestic canned goods department, which was in the woman's building this year, there was a very large and satisfactory display. We would suggest that in this department all baked goods, such as bread, cakes, rolls, etc., be received on the Monday of the opening of the fair and the judging of the same take place and be finished on the following day; this information to be stated in the premium list for the guidance of intending exhibitors. Complaints were made by exhibitors that there was no information in the premium list as to when they should bring their perishable goods.

Every available space inside the main hall of the woman's building was occupied by the woman's exhibit and by those who had bought privileges. We were informed by Mr. Munro, the assistant superintendent of privileges, that the woman's building was entitled to a credit of \$158 for privileges sold inside of the building and to a considerable amount adjoining the building on the outside.

We wish to say that the policing of the building by the day force, under the management of Mr. Warner, was all that could have been desired.

All of which is respectfully submitted,

ADELAIDE CROSSLEY,
JNO. C. CROSSLEY,
Assistant Superintendents.

DIVISION K.—WOMEN'S EXHIBIT.

Premiums awarded..... \$477.50

D. R. McGinnis, St. Paul, Superintendent.
Mrs. Anna Cooper, St. Paul, Assistant Superintendent.

Mrs. R. L. Doubleday, Mrs. Geo. W. Dodds, Elizabeth A. House, Judges of Class 78.
Mrs. M. Daniels, Mrs. G. W. Fairbrother, Judges of Classes 79, 80.
Mrs. Moses Folsom, Elizabeth A. House, Judges of Class 81.

Class 78.—Ladies' Textile Work, Etc.

	1st Prem.	2d Prem.
Apron, fancy, Mrs. A. Rund, Minneapolis.....	\$1.00	
Apron, fancy, Miss A. M. Schweizer, St. Paul.....		\$0.50
Basket, infant's Mrs. H. A. Blodgett, St. Anthony Park.....	2.00	
Buttonholes, hand-made, in twelve different materials, Miss Augusta Ekblad, Minneapolis.....	1.00	
Buttonholes, hand-made, in twelve different materials, Mrs. B. H. Smith, West Duluth.....		.50
Case, glove, Miss Julia A. Clough, Minneapolis.....	1.00	
Case, glove, Mrs. Geo. Mitch, St. Paul.....		.50
Case, photograph, Mrs. G. E. Cooper, St. Paul.....		.50
Centerpiece, linen, embroidered, Mrs. Chas. Wanzer, New Ulm.....	2.00	
Centerpiece, linen, embroidered, Miss A. M. Schweizer, St. Paul.....		1.00
Cloth, lunch, Kensington or Dresden embroidery, Mrs. Henry L. Bryant, St. Paul.....	2.00	
Cloth, lunch, Kensington or Dresden embroidery, Miss Alice May Plant, St. Anthony Park.....		1.00
Cloth, tray, embroidered, Mrs. Geo. W. Edgerley, Minneapolis.....	2.00	
Cloth, tray, embroidered, Mrs. A. Rund, Minneapolis.....		1.00
Cloth, tray, drawn work, Miss Mary D. Goss, St. Paul.....	2.00	
Cloth, tray, drawn work, Mrs. G. E. Cooper, St. Paul.....		1.00
Cover, sideboard, fancy, Mrs. G. E. Cooper, St. Paul.....	3.00	
Cover, sideboard, fancy, Miss Flora Boyd, Minneapolis.....		1.50
Cover, table, embroidered, Mrs. A. Rund, Minneapolis.....	3.00	
Cover, table, embroidered, Mrs. Geo. W. Edgerley, Minneapolis.....		1.50
Cover, table, drawn work, Mrs. G. E. Cooper, St. Paul.....	3.00	
Cover, table, drawn work, Mrs. L. W. French, St. Paul.....		1.50
Cover, table, fancy, Miss L. M. Morganstern, St. Paul.....	3.00	
Cover, table, fancy Mrs. A. Rund, Minneapolis.....		1.50
Crochet work, in cotton, collection not less than twelve pieces, Miss Hulda Le Clair, St. Paul.....	3.00	
Crochet work, in cotton, collection not less than twelve pieces, Mrs. M. Scholtis, St. Paul.....		1.50
Crochet work, wool lace, one yard or more, Mrs. M. Scholtis, St. Paul..		.50
Crochet work, cotton lace, one yard or more, Mrs. G. E. Cooper, St. Paul	1.00	
Crochet work, cotton lace, one yard or more, Mrs. T. Thibault, Minneapolis .....		.50
Crochet work, fascinator, Mrs. E. W. Hamilton, St. Paul.....		.50
Cushions, toilet, Miss Tilla Gantzer, St. Paul.....		.50
Darning, best specimen, Miss Ella Leonard, La Crescent.....	1.00	
Doylies, drawn work, one-half dozen, Miss Mary D. Goss, St. Paul.....	2.00	
Doylies, drawn work, one-half dozen, Mrs. G. E. Cooper, St. Paul.....		1.00
Doylies, embroidered, Dresden or Persian, one-half dozen, Mrs. Henry L. Bryant, St. Paul.....	2.00	
Doylies, embroidered, Dresden or Persian, one-half dozen, Mrs. Chas. Wanzer, New Ulm.....		1.00
Doylies, Honiton ideal, one-half dozen, Mrs. C. H. Skelton, White Bear..		1.00
Drawn work, best specimen, Miss Mary D. Goss, St. Paul.....	2.00	
Drawn work, best specimen, Mrs. C. H. Skelton, White Bear.....		1.00
Embroidery, Kensington, silk, Mrs. G. E. Cooper, St. Paul.....	2.00	
Embroidery, solid cotton, Miss Dora Roos, Minneapolis.....	2.00	
Embroidery, solid cotton, Mrs. H. A. Blodgett, St. Anthony Park.....		1.00
Embroidery, solid linen, Mrs. M. Scholtis, St. Paul.....	2.00	
Embroidery, solid linen, Miss Anna M. McClung, St. Paul.....		1.00
Embroidery, solid silk, Mrs. C. H. Skelton, White Bear.....	2.00	1.00
Etching in linen, Mrs. G. E. Cooper, St. Paul.....		.50
Etching in silk, Mrs. J. L. Garland, Minneapolis.....	1.00	
Etching in silk, Mrs. J. B. Bottineau, Minneapolis.....		.50
Handkerchief, fancy, Miss Mary D. Goss, St. Paul.....	1.00	
Handkerchief, fancy, Mrs. A. A. Hoffman, Minneapolis.....		.50
Handkerchief, lace, hand-made, Mrs. G. E. Cooper, St. Paul.....	2.00	
Handkerchief, lace, hand-made, Mrs. J. B. Morehead, St. Paul.....		1.00

Knitting, in wool, collection not less than twelve pieces, Miss Marie L. Baldwin, Minneapolis.....	3.00	
Knitting, in cotton, collection not less than twelve pieces, Miss Marie L. Baldwin, Minneapolis.....	3.00	1.50
Knitting in silk, collection not less than twelve pieces, Miss Marie L. Baldwin, Minneapolis.....		1.50
Knitted lace, wool, one yard or more, Miss Marie L. Baldwin, Minneapolis	1.00	
Knitted lace, wool, one yard or more, Mrs. M. J. Weed, St. Paul.....		.50
Knitted lace, cotton, one yard or more, Miss Marie L. Baldwin, Minneapolis	1.00	
Knitted lace, cotton, one yard or more, Mrs. E. K. Woodin, Anoka.....		.50
Knitted lace, silk, one yard or more, Miss Marie L. Baldwin, Minneapolis	1.00	
Knitted lace, silk, one yard or more, Mrs. M. J. Weed, St. Paul.....		.50
Lace, guipure, Mrs. G. E. Cooper, St. Paul.....	2.00	
Lace, guipure, Miss Hulda Le Clair, St. Paul.....		1.00
Lace, hand-made, Honiton, Mrs. G. E. Cooper, St. Paul.....	3.00	1.50
Mat, toilet, Mrs. Geo. W. Edgerley, Minneapolis.....	2.00	
Mat, toilet, Mrs. O. George, St. Paul.....		1.00
Mat, table, crochet, Mrs. M. Scholtis, St. Paul.....		1.00
Mat, table, linen, embroidered, Mrs. Geo. W. Edgerley, Minneapolis.....	2.00	
Mat, table, linen, embroidered, Mrs. C. H. Skelton, White Bear.....		1.00
Mittens, silk knitted, Mrs. F. Lockwood, St. Paul.....	2.00	
Mittens, silk knitted, Miss A. M. Schweizer, St. Paul.....		1.00
Mittens, wool knitted, Miss M. T. Flegle, Minneapolis.....	2.00	
Mittens, wool knitted, Mrs. M. J. Weed, St. Paul.....		1.00
Napkins, embroidered, one-half dozen each, linen and silk, Mrs. H. A. Blodgett, St. Anthony Park.....	2.00	
Napkins, embroidered, one-half dozen each, linen and silk, Mrs. E. P. Horton, St. Paul.....		1.00
Needlework, best specimen by a lady over sixty years old, Mrs. E. P. Horton, St. Paul.....	2.00	
Needlework, best specimen by a lady over sixty years old, Mrs. J. W. Penberthy, Minneapolis.....		1.00
Needlework, best specimen by a boy or girl under fifteen years old, Miss Ethel Herrick, Minneapolis.....	2.00	
Needlework, best specimen by a boy or girl under fifteen years old, Fern D. Skelton, White Bear.....		1.00
Pillow, sofa, Kensington, Dresden or Persian embroidery, Mrs. Geo. W. Edgerley, Minneapolis.....	3.00	
Pillow, sofa, Kensington, Dresden or Persian embroidery, Mrs. E. G. Warne, St. Paul.....		1.50
Pillow, chair, fancy, Mrs. A. Robinson, St. Paul.....		1.00
Portieres, Miss Hulda Le Clair, St. Paul.....	3.00	
Portieres, Mrs. Pearl T. Moore, St. Paul.....		1.50
Quilt, Japanese or crazy work, Mrs. Emily Batchelder, Woodland Center	3.00	
Quilt, Japanese or crazy work, Mrs. J. Shoemaker, St. Paul.....		1.50
Quilt, log cabin, silk, Mrs. Lucie Lange, St. Paul.....	3.00	
Quilt, log cabin, silk, Mrs. G. A. Farra, St. Paul.....		1.50
Quilt, log cabin, wool, Mrs. M. C. Axtell, Minneapolis.....	3.00	
Quilt, log cabin, Mrs. D. C. Davis, Windom.....		1.50
Quilt, block, silk, Mrs. M. J. Hullsieke, St. Paul.....	3.00	
Quilt, block, silk, Mrs. F. H. Gadand, St. Paul.....		1.50
Quilt, patch work, cotton quilted, Miss Jeannette Cronnette, St. Paul Park	3.00	
Quilt, patch work, cotton quilted, Mrs. J. C. Donohue, Minneapolis.....		1.50
Quilt, made by a lady over sixty years old, Mrs. Mary Schonarth, St. Paul	3.00	
Quilt, made by a lady over sixty years old, Mrs. M. C. Axtell, Minneapolis		1.50
Rag carpet, best specimen, Mrs. M. C. Axtell, Minneapolis.....	2.00	
Rag carpet, best specimen, Mrs. D. Gable, Minneapolis.....		1.00
Robe, lap, infant's, Mrs. A. A. Hoffman, Minneapolis.....	2.00	
Robe, lap, infant's, Miss Tilla Gantzer, St. Paul.....		1.00

Robe, lap, carriage, Mrs. A. Rund, Minneapolis.....	2.00	
Robe, lap, carriage, Miss Anna M. Schlueter, St. Paul.....		1.00
Rug, hand-made, knitted, Miss Vina Harden, Hamline.....	2.00	
Rug, hand-made, knitted, Mrs. J. H. Singleton, St. Paul.....		1.00
Pug, hand-made, down, Mrs. Oliene Thompson, Minneapolis.....	2.00	
Rug, hand-made, down, Mrs. M. C. Axtell, Minneapolis.....		1.00
Scarf, chair or easel, fancy, Mrs. A. Hundennep, Midway Heights.....	2.00	
Scarf, chair or easel, fancy, Mrs. A. Rund, Minneapolis.....		1.00
Scarf, bureau, or set, Dresden or Persian embroidered, Miss Julia A. Clough, Minneapolis	2.00	
Scarf, bureau, or set, Dresden or Persian embroidered, Mrs. A. Rund, Minneapolis		1.00
Scarf, table, embroidered, Mrs. G. J. Thiebaud, St. Paul.....	2.00	
Scarf, table, embroidered, Mrs. A. Rund, Minneapolis.....		1.00
Sewing, hand, different stitches, tucking, hemming, etc., Miss Anna M. McClung, St. Paul.....	3.00	
Sewing, hand, different stitches, tucking, hemming, etc., Miss Flora Boyd, Minneapolis		1.50
Sham, pillow, embroidered, Mrs. A. J. Isherwood, St. Paul.....	2.00	
Sham, pillow, embroidered, Mrs. J. B. Morehead, St. Paul.....		1.00
Sham, pillow, fancy, Miss Hattie Peterson, Minneapolis.....	2.00	
Sham, pillow, fancy, Miss Addie Heebner, Minneapolis.....		1.00
Shawl or cape, embroidered, Miss M. T. Flegle, Minneapolis.....	3.00	
Shawl or cape, embroidered, Mrs. J. L. Garland, Minneapolis.....		1.50
Shawl or cape, knitted or crocheted, Mrs. G. E. Cooper, St. Paul.....	2.00	
Shawl or cape, knitted or crocheted, Mrs. A. J. Isherwood, St. Paul....		1.00
Skirt, knitted, Mrs. C. Eschbach, St. Paul.....		1.00
Skirt, crocheted, Miss Mary D. Goss, St. Paul.....	2.00	
Skirt, crocheted, Mrs. Geo. Mitch, St. Paul.....		1.00
Skirt, flannel, embroidered, Miss M. T. Flegle, Minneapolis.....	2.00	
Skirt, flannel, embroidered, Mrs. J. L. Garland, Minneapolis.....		1.00
Slippers, Miss Mary Thurston, St. Paul.....	2.00	
Slippers, Miss J. H. Hamilton, St. Paul.....		1.00
Socks, men's, knitted, wool, Mrs. A. R. Currie, St. Paul.....	2.00	
Socks, men's, knitted, wool, Mrs. A. H. Baldwin, Minneapolis.....		1.00
Spread, knitted, Miss Tilla Gantzer, St. Paul.....	3.00	1.50
Spread, crocheted, Mrs. M. Scholtis, St. Paul.....	3.00	
Spread, crocheted, Mrs. A. Johnson, St. Paul.....		1.50
Stockings, ladies', wool knitted, Mrs. A. H. Baldwin, Minneapolis.....	2.00	
Stockings, ladies', wool, knitted, Miss Addie Heebner, Minneapolis.....		1.00
Stockings, ladies', silk, knitted, Mrs. Emma Billings, Minneapolis.....	2.00	
Stockings, ladies', silk, knitted, Miss A. M. Schweizer, St. Paul.....		1.00
Tea cosey, Mrs. J. H. Singleton, St. Paul.....		.50
Tidies, fancy, Miss Tilla Gantzer, St. Paul.....	2.00	
Tidies, fancy, Miss Augusta Ekblad, Minneapolis.....		1.00
Towels, drawn work, Mrs. A. Rund, Minneapolis.....	2.00	
Towels, drawn work, Mrs. G. E. Cooper, St. Paul.....		1.00
Towels, hemstitched, Mrs. G. E. Cooper, St. Paul.....		.50
Underwear, suit of lady's (night dress, drawers, chemise), Mrs. E. K. Woodin, Anoka	3.00	
Articles of fancy work not enumerated and not properly competing with those specified in this class, not exceeding three awards, Mrs. L. C. Childs, Minneapolis		1.00
Articles of fancy work not enumerated and not properly competing with those specified in this class, not exceeding three awards, Mrs. H. L. Bryant, St. Paul .....		.50
Articles of fancy work not enumerated and not properly competing with those specified in this class, not exceeding three awards, Miss Lizzie Goettell, St. Paul.....	1.00	

Class 79.—Bread and Cake (Domestic) With Formula.

	1st Prem.	2d Prem.
Bread, Boston brown, loaf, M. M. Flagg, St. Anthony Park.....	2.00	
Bread, Boston brown, loaf, Miss Ella Leonard, La Crescent.....		\$1.00
Bread, graham, loaf, Mrs. G. J. Thiebaud, St. Paul.....	2.00	
Bread, graham, loaf, W. B. Carmon, St. Anthony Park.....		1.00
Bread, white, loaf, Mrs. Mary A. Castner, St. Paul.....	2.00	
Bread, white, loaf, Miss M. T. Flegle, Minneapolis.....		1.00
Bread, corn, Miss Bernice Cannon, St. Anthony Park.....	2.00	
Bread, corn, Mrs. G. J. Thiebaud, St. Paul.....		1.00
Bread, rye, Miss Ella Leonard, La Crescent.....	2.00	
Bread, rye, Mrs. G. J. Thiebaud, St. Paul.....		1.00
Bread, French, Miss Ella Leonard, La Crescent.....	2.00	
Cake, citron, Miss Ethel Carter, St. Anthony Park.....	2.00	
Cake, citron, Miss Ella Leonard, La Crescent.....		1.00
Cake, chocolate, Mrs. M. Britts, St. Paul.....	2.00	
Cake, chocolate, Mrs. A. H. Brackett, Long Lake.....		1.00
Cake, chocolate caramel, Miss Ella Leonard, La Crescent.....	2.00	
Cake, chocolate caramel, Miss M. T. Flegle, Minneapolis.....		1.00
Cake, angel, Miss Ella Leonard, La Crescent.....	2.00	
Cake, angel, Mrs. D. C. Davis, Windom.....		1.00
Cake, almond, Mrs. G. J. Thiebaud, St. Paul.....	2.00	
Cake, almond, Mrs. M. Britts, St. Paul.....		1.00
Cake, delicate, Mrs. M. Britts, St. Paul.....	2.00	
Cake, delicate, Mrs. G. J. Thiebaud, St. Paul.....		1.00
Cake, fruit, Miss Ella Leonard, La Crescent.....	2.00	
Cake, fruit, Mrs. G. J. Thiebaud, St. Paul.....		1.00
Cake, gold, M. M. Flagg, St. Anthony Park.....	2.00	
Cake, gold, Miss Ella Leonard, La Crescent.....		1.00
Cake, sponge, Miss Ella Leonard, La Crescent.....	2.00	
Cake, sponge, Miss Vina Harden, Hamline.....		1.00
Cookies, white, Mrs. A. H. Brackett, Long Lake.....	2.00	
Cookies, white, Miss Ella Leonard, La Crescent.....		1.00
Cookies, molasses, Miss Ella Leonard, La Crescent.....	2.00	
Cookies, molasses, Mrs. G. J. Thiebaud, St. Paul.....		1.00
Graham gems, Miss Bernice Cannon, St. Anthony Park.....	2.00	
Graham gems, Mrs. G. J. Thiebaud, St. Paul.....		1.00
Rolls, breakfast, twelve, M. M. Flagg, St. Anthony Park.....	2.00	
Rolls, breakfast, twelve, Mrs. G. E. Cooper, St. Paul.....		1.00
Rolls, French, twelve, G. J. Thiebaud, St. Paul.....	2.00	
Rolls, French, twelve, Miss Ella Leonard, La Crescent.....		1.00

Class 80.—Domestic Canned Goods, Jellies, Etc.

Collection blackberries in glass jars, Mrs. E. F. Chapman, Hamline....	\$3.00	
Collection blackberries in glass jars, Mrs. W. H. Biddle, Lake City....		2.00
Collection blueberries in glass jars, Miss Ella Leonard, La Crescent....		1.00
Collection crabapples in glass jars, Miss M. T. Flegle, Minneapolis.....	3.00	
Collection crabapples in glass jars, Mrs. W. H. Biddle, Lake City.....		2.00
Collection currants, red, in glass jars, Mrs. Wm. Lyons, Minneapolis....	3.00	
Collection currants, red, in glass jars, Mrs. M. Britts, St. Paul.....		2.00
Collection of gooseberries in glass jars, Miss M. T. Flegle, Minneapolis..	2.00	
Collection grapes in glass jars, Miss Ella Leonard, La Crescent.....	3.00	
Collection plums in glass jars, Miss Ella Leonard, La Crescent.....	3.00	
Collection plums in glass jars, Mrs. W. H. Biddle, Lake City.....		2.00
Collection raspberries in glass jars, Mrs. A. H. Brackett, Long Lake....	3.00	
Collection raspberries in glass jars, Miss Ella Leonard, La Crescent....		2.00
Collection strawberries in glass jars, Miss M. T. Flegle, Minneapolis....	3.00	
Collection strawberries in glass jars, Miss Ella Leonard, La Crescent....		2.00
Collection tomatoes in glass jars, Miss M. T. Flegle, Minneapolis.....	2.00	
Collection tomatoes in glass jars, Miss Ella Leonard, La Crescent.....		1.00
Jam, blackberry, Mrs. W. H. Biddle, Lake City.....	2.00	

	1st Prem.	2d Prem.
Jam, blackberry, Mrs. H. L. Tankersley, St. Paul.....		1.00
Jam, currant, Mrs. Wm. Lyons, Minneapolis.....	2.00	
Jam, currant, Mrs. W. H. Biddle, Lake City.....		1.00
Jam, gooseberry, Miss M. T. Flegle, Minneapolis.....	2.00	
Jam, gooseberry, Mrs. W. H. Biddle, Lake City.....		1.00
Jam, raspberry, Miss Pauline Werner, St. Paul.....	2.00	
Jam, raspberry, Mrs. M. Britts, St. Paul.....		1.00
Jam, strawberry, Miss M. T. Flegle, Minneapolis.....	2.00	
Jam, strawberry, Mrs. M. Britts, St. Paul.....		1.00
Jelly, crabapple, half-pint glass, Mrs. Wm. Lyons, Minneapolis.....	2.00	
Jelly, crabapple, half-pint glass, Miss M. T. Flegle, Minneapolis.....		1.00
Jelly, blackberry, half-pint glass, Miss Ella Leonard, La Crescent.....		1.00
Jelly, currant, black, half-pint glass, Miss M. T. Flegle, Minneapolis....		1.00
Jelly, grape, red, half-pint glass, Mrs. W. S. Newton, Pine Island.....	2.00	
Jelly grape, red, half-pint glass, Miss M. T. Flegle, Minneapolis.....		1.00
Jelly, gooseberry, half-pint glass, Mrs. H. L. Tankersley, St. Paul.....		1.00
Jelly, ground cherry, half-pint glass, Mrs. M. Britts, St. Paul.....	2.00	
Jelly, plum, half-pint glass, Mrs. Wm. Lyons, Minneapolis.....	2.00	
Jelly, plum, half-pint glass, Mrs. W. S. Newton, Pine Island.....		1.00
Jelly, raspberry, half-pint glass, Mrs. J. L. Gable, Minneapolis.....		1.00

PICKLES, ETC.

Chowchow, one quart, Mrs. G. J. Thiebaud, St. Paul.....	2.00	
Chowchow, one quart, Mrs. H. L. Burrill, Union Park.....		1.00
Catsup, tomato, one quart, Miss Vina Harden, Hamline.....	2.00	
Catsup, tomato, one quart, Miss Ella Leonard, La Crescent.....		1.00
Pickles, beet, one quart, Mrs. G. J. Thiebaud, St. Paul.....	2.00	
Pickles, beet, one quart, Miss M. T. Flegle, Minneapolis.....		1.00
Pickles, cauliflower, one quart, Mrs. M. Britts, St. Paul.....	2.00	
Pickles, cauliflower, one quart, Miss Ella Leonard, La Crescent.....		1.00
Pickles, cabbage, one quart, Mrs. Wm. Lyons, Minneapolis.....	2.00	
Pickles, cucumber, one quart, Miss Vina Harden, Hamline.....	2.00	
Pickles, cucumber, one quart, Mrs. Wm. Lyons, Minneapolis.....		1.00
Pickles, crabapple, sweet, one quart, Mrs. J. L. Gable, Minneapolis....	2.00	
Pickles, crabapple, sweet, one quart, Mrs. W. S. Newton, Pine Island....		1.00
Pickles, mixed, one quart, Mrs. W. S. Newton, Pine Island.....	2.00	
Pickles, mixed, one quart, Mrs. M. Britts, St. Paul.....		1.00
Pickles, onion, one quart, Miss Vina Harden, Hamline.....	2.00	
Pickles, onion, one quart, Miss Ella Leonard, La Crescent.....		1.00
Pickles, peaches, sweet, one quart, Mrs. M. Britts, St. Paul.....	2.00	
Pickles, peaches, sweet, one quart, Mrs. G. J. Thiebaud, St. Paul.....		1.00
Pickles, tomato, one quart, Mrs. Wm. Lyons, Minneapolis.....	2.00	
Pickles, tomato, one quart, Miss Ella Leonard, La Crescent.....		1.00
Pickles, watermelon, one quart, Mrs. H. L. Burrill, Union Park.....	2.00	
Pickles, watermelon, one quart, Mrs. W. S. Newton, Pine Island.....		1.00
Picalilli, one quart, Miss Vina Harden, Hamline.....	2.00	
Picalilli, one quart, Mrs. Wm. Lyons, Minneapolis.....		1.00
Spiced currants, one quart, Miss Ella Leonard, La Crescent.....	2.00	
Spiced plums, one quart, Miss M. T. Flegle, Minneapolis.....		1.00

SWEEPSTAKES.

Display of breads, cakes, jellies, jams, and pickles, by young lady under eighteen years of age, Miss Agnes Lyons, Minneapolis.....	5.00
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Class 81.—Fine Art Work.

(Open to Amateurs Only.)

Hand-painted china, largest and best collection by one person, Miss C. H. Skelton, White Bear.....	3.00
Hand-painted china, largest and best collection by one person, Miss Alice May Plant, St. Anthony Park.....	\$1.50

	1st Prem.	2d Prem.
Finest collection of paintings (oil or water), not to exceed ten in number, Miss Alice Thorsen, Sauk Center.....	10.00	Dip.
Finest collection of paintings (oil or water), not to exceed ten in number, Miss Edith M. Bates, Minneapolis.....		\$5.00
Finest collection of paintings (oil or water), not to exceed ten in number, Miss Marie L. Baldwin, Minneapolis.....	Commended.	
Miscellaneous historic paintings, M. M. Flagg, St. Anthony Park.....	3.00	
Portrait, from life, Miss Alice Thorsen, Sauk Center.....	3.00	
Portrait, from life, Mrs. Pearl T. Moore, St. Paul.....		1.50
Minnesota landscape, from nature, Miss Alice Thorsen, Sauk Center....	3.00	
Minnesota landscape, from nature, Miss M. V. King, St. Paul.....		1.50
Minnesota landscape, from nature, Mrs. Pearl T. Moore, St. Paul.....	Commended	
Marine view, in oil or water color, Miss M. V. King, St. Paul.....	3.00	
Marine view, in oil or water color, Mrs. S. E. Culver, Hamline.....		1.50
Marine view, in oil or water color, Miss Maude Hoyt, St. Paul.....	Commended.	
Figure or figures, Miss N. A. King, St. Paul.....	3.00	
Figure or figures, Miss Alice W. Basford, Minneapolis.....		1.50
Figure or figures, Miss Alice Thorsen, Sauk Center.....	Commended.	
Animal, from nature, Mrs. J. B. Morehead, St. Paul.....	3.00	
Animal from nature, Mrs. J. N. Babcock, St. Paul.....	Com.	1.50
Fruit, from nature, Mrs. Pearl T. Moore, St. Paul.....	2.00	
Fruit, from nature, Miss Alice W. Basford, Minneapolis.....		1.00
Flowers, from nature, Miss Alice Thorsen, Sauk Center.....	2.00	
Flowers, from nature, Mrs. J. Fortin, Minneapolis.....		1.00
Flowers, from nature, Miss N. A. King, St. Paul.....	Commended.	
Paintings, still life, in oil or water color, Mrs. Pearl T. Moore, St. Paul..	2.00	
Painting, still life, in oil or water color, Miss N. A. King, St. Paul.....		1.00
Crayon, Miss Maude Hoyt, St. Paul.....	2.00	
Crayon, Philip Burgon, St. Paul.....		1.00
Pastel, Miss Daisy C. Wightman, Minneapolis.....	2.00	
Pastel, Horace E. Keebler, Minneapolis.....		1.00
Painting on glass, Mrs. Pearl T. Moore, St. Paul.....		1.00
Painting on velvet or plush, Mrs. J. N. Babcock, St. Paul.....		1.00
Painting on chamouis, Miss Mattie Lyons, Minneapolis.....		1.00
Painting on bolting cloth, Mrs. C. M. Pardoe, Minneapolis.....	2.00	1.00

(The following by Professionals or Amateurs.)

Photographs, display and best collection of cabinets and largest (portrait and view), all the work competing to be that of exhibitor, A. H. Opsahl, Minneapolis	Diploma.
Pen work, largest and best collection, not less than twenty different specimens, Mrs. Pearl T. Moore, St. Paul.....	Diploma.
Drawing by child under thirteen years of age, outside Twin Cities, Miss Alta Hilsdale, Sauk Center.....	2.00
Drawing by child under thirteen years of age in Twin Cities, Howard Flagg, St. Anthony Park	Commended.

SPECIAL.

Cash prizes offered by C. P. Howes & Co., St. Paul, agents for Belding Bros. & Co., silk manufacturers, for the best embroidery work done by residents of Minnesota with Belding's wash embroidery silks.

Prizes will be given to workers of embroidery in the State of Minnesota residing out of the Twin Cities, as follows:

1st Prize, \$30.00—Mrs. Chas. Wanzer, New Ulm, Minn.

2d Prize, \$20.00—Mrs. Belle M. Smeallie, Duluth, Minn.

3d Prize, \$15.00—Mrs. F. Omeris, Duluth, Minn.

4th Prize, \$10.00—Mrs. Leslie Hall Pinney, Granite Falls, Minn.

To ladies residing in the Twin Cities, prizes are offered as follows:

1st Prize, \$30.00—Miss Pauline Fjelde, Minneapolis, Minn.

2d Prize, \$15.00—Mrs. Belle Cooper, St. Paul, Minn., \$7.50; Mrs. G. W. Edgerley, Minneapolis, Minn., \$7.50.

3d Prize, \$5.00—Mrs. Owen George, St. Paul, Minn.

Honorable Mention—

Mrs. R. R. Wells, Duluth, Minn.

Mrs. Virginia T. Brandt, St. Paul, Minn.

Mrs. Richard A. Carrington, St. Paul, Minn.

Miss M. S. Simpson, St. Paul, Minn.

Mrs. L. W. French, St. Paul, Minn.

Mrs. L. Trautman, Wabasha.

Miss Ella Harris, La Crescent, Minn.

REPORT OF SUPERINTENDENT OF THE MAIN BUILDING.

D. R. MCGINNIS, SUPERINTENDENT; A. P. HENDRICKSON, ASSISTANT SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: In making my annual report for your consideration I am glad to say that the exhibits in number and excellence in the exposition building and woman's building for the present year have been the best known in the history of the society.

It early became apparent that additional space would be required for exhibitors' demands, and your superintendent at one time feared that the exhibits offered would be far in excess of the space available, but, with careful management, the main building proved adequate to the demands of exhibitors; but so rapidly has interest grown in this department that it is doubtful if adequate space can be secured for another year. By utilizing the aisles of the main building for exhibits and the sales of privileges, it has proven barely sufficient for the demands made upon it by exhibitors, and under the present conditions there is a pressing need for more space in the exposition department.

The exhibits in general, a list of which is appended below, were equal, if not superior, in arrangement and artistic excellence to those of any other year. Exhibitors took great pains to display their wares in the most attractive and unique manner possible, and the result was pleasing and instructive to the immense crowds which thronged the exposition building during every day of the fair. The aisles at all times were filled to their utmost with eager visitors, inspecting the various exhibits. Under the efficient management of Superintendent Hendrickson of the main building, the same was kept in excellent condition throughout the fair, and the usual unpleasant clouds of dust caused by large crowds moving constantly through the building were almost entirely absent, thus adding to the comfort of the visitors and protecting the exhibits from injury.

The Northern Pacific Railway Land Department occupied the three western booths in the west end of the north wing of the building with the most extensive and best display of the resources of the Northwest and Pacific Northwest which has ever been made at the Minnesota state fair. Competent judges declared that this exhibit, in point of excellence and in the manner in which it was displayed, was equal, if not superior, to any display made in the agricultural building at the late World's Fair at Chicago. The work was done under the immigration department of the land department of the road, S. H. Mott, general immigration agent, and arranged under the immediate supervision of Assistant General Immigration Agent G. M. Stewart. Thousands of people viewed this elaborate exposition of the various agricultural, mineral, and forestry resources of the Northern Pacific Railway, covering all of the states between St. Paul and the Pacific coast, and great benefit thus accrued to the immigration interests of the Northwest. In addition to this, the large exhibit car of the Northern Pacific Railway was brought in on a special track to a point opposite the woman's building. This

car was visited by thousands of people during every day of the fair, a considerate estimate being that it was inspected by 50,000 people during this time.

While space for the sale of privileges in the main building and in the woman's building has only been assigned in the aisles where not required by exhibitors, the receipts from the sale of privileges have shown a phenomenal increase in this department. This is accounted for by the fact of the greatly increasing interest of exhibitors and the excellence of the display in the main and woman's buildings, making them popular points of interest for visitors to the fair. The greatest credit is due to Superintendent Watson and Assistant Superintendent Munro of the privilege department, in making this excellent showing for your superintendent's division. To illustrate the rapid increase, I beg leave to submit the following statement of receipts from the privileges in these departments during the past three years:

Receipts from privileges sold in the main building and woman's building in 1894 (estimated).....	\$175.00
Receipts from privileges sold in main building and woman's building in 1895.....	383.00
Receipts from privileges sold in main building and woman's building in 1896.....	\$1,124.75

From the above there was a net profit to the society of \$482.32. This is all the more striking when it is considered that usually this department of state fairs is not expected to carry itself from the revenues received, and is all the more notable when compared with the fact that the receipts from all privileges sold on the grounds and in the buildings in 1894 was but \$993 greater.

Your superintendent, however, believes that still greater improvements in this division, consisting of the main building, woman's building and the Northwestern resources building, can be made in the manner and attractiveness of making displays, and in still further improving its usefulness in every branch and in every respect. There should be an addition made to the exposition building, with laboratories and toilet accessories, devoted to public comfort, where ladies with children can find a comfortable resting place from the fatigue incident to sight-seeing upon the grounds. In the future all railways and other exhibits of that nature should be made in the Northwestern resources building, a commodious exhibition room, where such displays can be made to the best possible advantage. The art department in the woman's building is entirely inadequate for its demands. Increased room, with a better light, should be furnished for it. The exhibits in the woman's department were larger and better arranged than ever before. These will be treated more fully in the report of Assistant Superintendents Adelaide Crossley and John C. Crossley of that department.

The following diplomas were awarded:

Farwell, Ozmun, Kirk & Co., St. Paul, bicycles.
 Union Brass Works, St. Paul, excellence of design and finish in brass.
 Conover Music Co., St. Paul, pianos and pipe organ.
 Western Supply Co., St. Paul, display pump and plumbers' supplies.
 White Sewing Machine Co., Minneapolis, sewing machines.
 Minneapolis Soda Water Co., Minneapolis, display fountains.
 H. F. Peterson & Co., Minneapolis, display complete house furnishings.
 Mannheimer Bros., St. Paul, display ladies' dress goods and fabrics.
 Maender Bros., St. Paul, best display brushes.
 Dyer & Bro., St. Paul, best display band instruments.
 Cooper & Battles, St. Paul, artistic display ranges.
 Favorite Stove and Range Co., St. Paul, gas range.
 St. Paul Stove Works, St. Paul, best display coal and wood stoves.
 Adam Decker & Co., St. Paul, best display kitchen ranges.
 New England Furniture and Carpet Co., Minneapolis, best general display of furniture.
 The Plymouth Clothing Co., St. Paul, display of men's and boys' clothing.
 Noyes Bros. & Cutler, St. Paul, drugs and apparatus.
 Northwestern Hide and Fur Co., Minneapolis, furs and skins.
 Towle Syrup Co., St. Paul, display log cabin maple syrup.

The Phoenix Tobacco Co., St. Paul, manufactured tobaccos.
 North Star Woolen Mills, Minneapolis, display blankets and rugs.
 Century Piano Co., Minneapolis, fine display musical instruments.
 Foster Robe and Tanning Co., Minneapolis, display robes.
 Wallraff & Theisen, St. Paul, best display harness and robes.
 Finch, Van Slyck, Young & Co., St. Paul, finest display carpets and factory goods.
 Wm. Donaldson & Co., Minneapolis, most artistic display of dry goods.
 A. D. Palmer & Co., St. Paul, best steel ranges, ready rock roofing.
 Minnesota State Prison, Stillwater, best display binding twine.
 Ryan & Sweeney, St. Paul, best display of horse shoes.
 S. E. Olson & Co., Minneapolis, best display ladies' furs; parlor furniture, rugs, carpets and ladies' hats.
 Minnesota Surveyors' and Engineers' Society, St. Paul, good roads exhibit.
 Watrous Engine Co., St. Paul, fine display of fire machinery and apparatus.
 Northern Pacific Railway, Wm. H. Phipps, Land Commissioner; S. H. Mott, General Immigration Agent; G. M. Stewart, Assistant Immigration Agent.

Yours very respectfully,

DAVID R. MCGINNIS,
 Superintendent.

REPORT OF SUPERINTENDENT NORTHWESTERN RESOURCES BUILDING.

D. R. MCGINNIS, SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society.

Gentlemen: Having received the sanction of your board to organize a department of Northwestern resources at the state fair just closed, I beg leave to report on same.

During the three months previous to the fair I carried on an active correspondence with the public-spirited citizens of the various states between the Twin Cities and the Pacific coast, with the result that exhibits were made in that department from the following states: Minnesota, South Dakota, Montana, Idaho, Oregon, and Washington.

The Pacific Northwest Immigration Board of Portland, Ore., made a magnificent collective exhibit from the states of Idaho, Oregon, and Washington. They occupied a space of 40x60 feet, with a large display of fruit preserved in jars. In addition was a display of fresh fruits received each day from the Pacific coast. Most interesting to the visitors were the large sections of pine boards taken from the trees of the grand forests of those states. One table was devoted exclusively to a wool exhibit from Southern Oregon, with Cotswold staple, of from eight to twelve inches in length. The mineral exhibit of gold, silver, and copper ore from the Baker City district of Eastern Oregon drew general attention to the mineral resources of that section. Commissioners B. H. Pague and A. H. Devers were appointed by the board to arrange the exhibit and give information in regard to the Pacific Northwest.

The Boise City Mining Board of Boise City, Idaho, had an elaborate exhibit of ores from the mining districts tributary to that city. Many tons of ore were tastefully arranged upon tables, and a large cabinet of precious specimens was displayed under glass. Secretaries John Hunter of the mining board and J. M. Haines of the immigration board were present, and were taxed to their utmost in giving information to the great numbers who viewed the exhibit.

The exhibit of the Montana Agricultural Experiment Station occupied a large space in the center of the building adjoining the Idaho and Oregon exhibits. This exhibit was organized by Director S. M. Emery of the experiment station, and was in charge of Commissioner W. H. Southerlin of White Sulphur Springs, who was present at all times to give information to the visitors. Over 200 samples of wheat, oats, barley, rye, flax, and other grains and cereals were tastefully exhibited in boxes placed upon the large stands.

These were surmounted by grain in the straw. In addition was a display of vegetables and grasses, all of which made a most attractive showing of the various resources of that grand state.

The State of Washington occupied a space next west of Montana, with a large exhibit of fruit from the Palouse and Wenatchee valleys, and other sections. Peaches, apples and plums were especially attractive for their size, color and perfection. In addition was a fine display of grain in the straw, neatly arranged. This display was in charge of State Commissioner of Immigration C. B. Livermore, who was aided by Secretary F. E. Elmendorf of the Spokane County Immigration Board.

South Dakota was also well represented by an elaborate display of various agricultural products. The showing of corn was especially good, and the same was also true of wild and tame grasses, over 100 varieties being arranged most tastefully. Melons and other garden products were also exhibited in profusion.

The exhibit from the State of Minnesota, which occupied the southwestern portion of the building, was in charge of Manager Cooley, who will doubtless make a report on it to your board.

I had been in active correspondence with various persons in North Dakota and had expected an excellent exhibit from that state, but was disappointed, at the last moment, in securing same.

This collective exhibit was visited by throngs of people at all times. In fact, during part of the day the crowd was so large that it was impossible to give full information about the varied exhibits, reflecting, as they did, the mineral, agricultural and forestry resources of the states between the Twin Cities and the Pacific ocean.

Yours respectfully,

DAVID R. MCGINNIS,
Superintendent.

REPORT OF SUPERINTENDENT OF MACHINERY DEPARTMENT.

ED. WEAVER, SUPERINTENDENT; L. C. PRYOR, ASSISTANT
SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: The exhibits in the machinery department of the Minnesota State Fair for the season of 1896 were extensive in number and complete in detail. The exhibitors' spaces in the machinery sheds were completely filled with manufactured goods from all parts of the country, including the displays of many establishments which never before have taken advantage of the liberal provision for this department made by the State of Minnesota. In addition to the lines which found space in the buildings owned by the association, the private buildings in the department were all fully occupied, and a large number of exhibitors found accommodation for their goods in the open field, as usual. In respect to variety, practically all kinds of machinery used on the farm were shown, with the exception of threshing machines and binders. The manufacturers of threshers entered into an agreement early in 1896, similar to that entered into by the harvester companies several years ago, which pledged them to refrain from showing their machines at any fair during the year. A large number of exhibits, covering a vast amount of open-air space, were thus prevented from entrance. But, for the first time in a number of years, a machine from one of the largest harvester manufacturing companies was on the grounds in the exhibit of a local dealer. This may be a beginning of a breach in the agreement which has prevented those companies from exhibiting latterly.

In the carriage division of the machinery department, the number of applicants for space probably exceeded that of any previous year, and the inadequacy of the present carriage building was emphasized. This was remedied by a new departure in the policy of the association, granting permission

to set up tents for exhibition purposes. Three such tents were put up this year, and the precedent is an excellent one. Several of the companies displaying this year in the building have declared their intention of showing under canvas in 1897, if the practice is continued. The goods shown in this division were of a character excellently adapted to the wants of the visitors to the fair, and much satisfaction was expressed by the exhibitors with the results achieved.

A list of the exhibitors and their goods is appended:

Deere & Webber Co.—Kentucky shoe drills, corn planters, Crown mowers, disk harrows, potato planters, feed mills, feed cutters, corn huskers, harrows, cultivators, gang plows, sulky plows, walking plows, binding twine, bicycles, carriages, buggies, road wagons, carts, bob sleds, wagons, rakes, runner attachments, potato diggers, shovel plows, sub-soil plows, corn huskers, wheel scrapers, disk harrows.

Racine Wagon and Carriage Co.—Road wagons, spring wagons, top buggies, phaetons, surreys, delivery wagons.

Minnesota Moline Plow Co.—Walking plows, breaking plows, sulky plows, gang plows, walking cultivators, riding cultivators, corn cultivators, corn planters, disk harrows, steel lever harrows, hay rakes, potato diggers, drills, buggies, carriages, wagons.

Bradley, Clark & Co.—Stubble plows, sulky plows, gang plows, breaking plows, potato diggers, chilled plows, walking cultivators, riding cultivators, corn planters, disk harrows, gas pipe lever harrows, hay rakes, seeders, drills, buggies, surreys, wagons, cutters, bob sleds, corn shellers, feed mills, horse powers, bicycles.

Lindsay Bros.—Wagons, gang plows, sulky plows, walking plows, walking cultivators, riding cultivators, corn planters, feed mills, potato planters, potato diggers, root cutters, disk harrows, pumps, buggies, phaetons, road wagons, bicycles, bean harvesters, bob sleds.

Winona Wagon Co.—Farm wagons, log tracks, lumber trucks, stove trucks, farm trucks, platform drays. Marshall separator, bob sleds.

Peter Faber—Buggies, surreys, road wagons, spring wagons, phaetons, McCormick mowers and corn harvesters, plows, walking cultivators, riding cultivators, corn shellers, potato planters, wind mills, feed grinders.

Dean & Co.—Walking plows, gang plows, sulky plows, riding cultivators, walking cultivators, disk harrows, lever harrows, spring tooth harrows, corn planters, shoe drills, disk drills, seeders, wagons and farm trucks, safes, carriages, buggies, carts, road wagons, cutters, bob sleds, feed cutters, feed mills, potato planters, potato cutters, corn shredders, corn harvesters, gasoline engines, hay rakes, wind mills, pumps, well drilling machinery, bicycles, disk drill in operation.

Henney Buggy Co.—Carriages, cutters and harness.

George F. Thompson & Son Buggy Co.—Open concords, top concords, mountain concords, extension top surrey, extension top carriages, Climax spring wagons.

Gran Bros.—Wind mills, pumps, etc.

Schurmeier Wagon and Carriage Co.—Wagons, trucks, cutters, etc.

Crane & Ordway—Pumps, wind mills, well machinery, well supplies.

Kelley & Taneyhill—Well drilling machinery.

Minnesota Fence Machine Co.—Wire and picket fence, fence machines.

Kitselman Bros.—Woven wire fence, fence machinery.

Cyclone Woven Wire Fence Co.—Woven wire fence and fence machinery.

Bowen Cable Stay Fence Co.—Cable stay fence and fence machinery.

L. S. Safford—Portable fence, fence posts.

T. Warne—Fence machine, wire fencing.

Northwestern Mfg. Co.—Road wagons, buggies, phaetons, sleighs, etc.

Muckle Mfg. Co.—Buggies, carriages, wagons, etc.

Kingman-Galbraith Implement Co.—Top buggies, road wagons, phaetons, surreys, corn planters, disk harrows, gang plows, sulky plows, spring wagons, farm wagons, walking plows, binding twine.

Parry Mfg. Co.—Surreys, phaetons, buggies, etc.

Thompson Wagon Co.—Buggies, Climax wagons, etc.

Michigan Buggy Co.—Buggies, phaetons, cutters, etc.

J. L. Clark—Buggies, road wagons, traps, etc.

Collins Plow Co.—Portable engine, steam power hay press, self feed horse power hay press, hand feed horse power hay press, gang plows, sulky plows, harrows, riding cultivators, plows, disk harrows.

Robert S. McPheeters—Barn frame, Loudon hay machinery.

American Road Machine Co.—Road machine.

Keystone Mfg. Co.—Corn harvester and shredder, corn planters, disk harrow, hay loader.

Weiler & Barth Mfg. Co.—Lifting jicks.

D. S. Walsh—Horse power, combination jack, wind mill jack.

B. F. & H. L. Sweet—Lumber truck, logging sleigh.

Smith & Riddell—Dump wagon.

Western Wheeled Scraper Co.—Road machine, dump wagon, scraper, road plows, wheel scrapers.

Otto Gasoline Engine Co.—Gasoline traction engine.

Kinnard Press Co.—Steam power hay presses, gasoline engine.

F. W. Law—Hay sling mounted on wagon.

Northwestern Wind Engine Co.—Wind mills, pumps, etc.

Challenge Wind Mill and Feed Mill Co.—Wind mills.

Decorah Wind Mill Co.—Wind mills, feed grinders, tank heaters, pumps, etc.

J. S. Bennett—Power converter for pumping mill.

Caward & Swenson—Stump puller.

Alex. Mobeck—Churn.

Fairbanks, Morse & Co.—Scales, wind mills, pumps, wood saws, well supplies, etc.

Perkins Wind Mill Co.—Wind mills, pumps, etc.

H. L. Foster Implement Co.—Potato digger, farm wagons, riding cultivators, walking cultivators, horse-hoe cultivators, man weight cultivators, walking plows, sulky plows, gang plows, chilled plows, steel lever harrows, stump puller.

Grand Detour Plow Co.—Sulky plows, gang plows, walking plows, disk harrows, lever harrows, four-horse eveners, riding cultivators, farm wagons.

South Bend Chilled Plow Co.—Gang plows, sulky plows, walking plows, hammock cultivators.

Fleming Mfg. Co.—Reversible road grader, wheel scrapers, drag scraper, three-scoop giant scraper, road grader.

The Jennings Implement Co.—Farm wagons, soil pulverizer, bob sleds, hay rakes, steel lever harrows, flexible lever harrows, buggies, carriages, barrel carts, disk harrows, corn planters, chilled plows, potato planters, seeders, drills, cutters.

La Crosse Plow Co.—Sulky plows, gang plows, walking plows, breaker plows, riding cultivators, walking cultivators, hay rakes, lever harrows, barrel carts.

Smith & Zimmer—Gang plows, sulky plows, bob sleds, farm wagons, grain drills.

Dowagiac Mfg. Co.—Drills.

Emerson Mfg. Co.—Mowers, stalk cutters, riding cultivators, hay rakes.

Butcher & Gibbs Plow Co.—Walking plows, gang plows, sulky plows, disk harrows, spring tooth harrows, steel lever harrows, walking cultivators, potato diggers, Climax wagon.

Oyatonna Mfg. Co.—Shoe drill, hoe drill.

H. L. Iserman—Bone cutter.

A. G. Lano—Potato digger.

C. A. Erickson—Patent buggy box.

Dickerman Bros.—Washing machine.

John Stephens—Patent cutter gear.

John A. Frenzel—Feed cutter.

J. H. McArthur & Co.—Self-sealing oil can.

Bates Mfg. Co.—Combination machines.

H. Baker & Co.—Side hill plow.

R. R. Howell & Co.—Band cutter and self feeder, feed cooker, grain tank, water tank, creamery goods, lift pump, horse power, hay rake, wood saws, seeder, corn sheller, stationary engine, feed mills, tank pumps, well supplies, thresher supplies, belts, jack screws, specialties, tally boxes, pumps.

C. H. Gangelhoff—Farm wagons, seeders, drills, disk harrows, spring tooth harrows, steel lever harrows, hay rakes, gang plows, sulky plows, walking plows, corn planters, riding cultivators, carriages, buggies, surreys, walking cultivators.

Wayne Works—Corn planters, road carts, drill.

Keller Mfg. Co.—Bob sleds, Boss harrows.

The Warren & Durfee Mfg. Co.—Automatic grain weigher.

J. Thompson & Sons Mfg. Co.—Corn planters, walking plows, gang plows, sulky plows, Robinson exterminator, disk harrows, steel lever harrows, riding cultivators, seeders, hay rakes, walking cultivators.

Parsons Band Cutter and Self Feeder Co.—Band cutter and self feeder.

F. F. Kanne—Automatic grain meter.

A. V. Cleland—Fanning mills.

The J. I. Case Implement Co.—Gang plows, sulky plows, walking plows, riding cultivators, walking cultivators, disk harrows, wood and steel drag harrows, farm wagons, farm trucks, spring drays, spring wagons, mountain wagons, buckboards, drills, seeders, corn planters, bob sleds, cutters, feed cutters, feed mills, fanning mills, corn shellers, corn huskers, hay rakes, sweep rakes, hay loaders, hay stackers, corn and cob grinders, horse powers, hay presses.

St. Paul Implement Co.—Walking plows, breaking plows, Boss harrows, hay rakes, seeders, riding cultivators, walking cultivators, steel lever harrows, disk harrows, farm wagons, force pumps, bob sleds, lawn swing, Pirate gang plows, Pirate sulky plows, corn shellers, spring tooth lever harrow, cob mill, corn planter, potato digger, grading plows.

Smalley Mfg. Co.—Tread powers, feed cutters, feed mills, circular saws, sweep powers, root cutter, jacks, jumping attachment.

John Lucas—Fanning mills.

G. W. Keys—Wind mills.

Lancaster Mfg. Co.—Disk harrow sharpener.

Kohler, Hayssen & Stehn Mfg. Co.—Fodder cutter.

Appleton Mfg. Co.—Horse powers, wood saws, corn shellers, wind mills, feed mills, feed cutters, seeders, tread powers.

Monitor Mfg. Co.—Automatic self-force feed corn and potato planter, force feed drill, seeder, drill.

Van Brunt & Wilkins Mfg. Co.—Spring tooth seeders, press drill, hoe drill, seeders.

J. L. Owens Co.—Warehouse mills, fanning mills.

Respectfully submitted.

L. C. PRYOR,

Assistant Superintendent Machinery Department.

REPORT OF SUPERINTENDENT OF PRIVILEGES.

E. P. WATSON, SUPERINTENDENT; W. J. MUNRO, ASSISTANT SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: I herewith submit report of the department of privileges, of which I have had charge. In this work I have been ably assisted by Mr. W. J. Munro. We labored incessantly to make this department productive of as great revenue as possible and at the same time make the state fair the cleanest on record. We studiously eliminated all gambling devices, wheels of fortune, cane racks, bawdy shows, fake jewelry schemes, etc., and at the same time sold as many privileges to people conducting interesting and unobjectionable amusements as possible. Liberal sums were offered for questionable enterprises, but in every instance were positively declined. In a few instances parties by misrepresentation secured privileges and attempted to carry on enterprises of an objectionable nature, but in each instance these privileges were promptly cancelled and the parties excluded from the grounds. By pursuing this course, both in 1895 and in 1896, the character of the privi-

lege department has been materially raised, and the privileges are now purchased by a better class of people than ever before in the history of the society. Many of the dining privileges are now purchased by church organizations, and the fact that a better class of people are becoming interested and are buying these privileges accounts in large measure for the unusual success of this department. I expect to see even greater success attained at our state fair in 1897 than ever before.

I believe that nearly if not all the people in this department were financially successful this year, and in many instances the same parties are desirous of securing the same or similar privileges the coming year.

I wish to acknowledge the valuable co-operation of D. R. McGinnis, superintendent of the exposition building and of the woman's building, and of J. E. Cooley, superintendent of the agricultural building, for their help in granting us valuable space for the sale of privileges in their departments. Otherwise, we could not have made the handsome financial showing herewith submitted.

Yours respectfully,

E. P. WATSON,

Superintendent of Privileges.

RECEIPTS FROM PRIVILEGES.

Name of Purchaser.	Name of Privilege.	Amount.
Anderson, A.	Refreshments	\$10.00
Ammon, Ole	Refreshments	40.00
Brandt, Mrs. M.	Dining hall	70.00
Barker & Johnson	Refreshments	25.00
Brown, B.	Refreshments	25.00
Bloomfield & Co.	Refreshments	12.50
Barber, J.	Refreshments	25.00
Beach, A. J.	Ferris wheel	60.00
Benham, R.	Check privilege	10.00
Benedict, L.	Lunch	10.00
Barrett, J. T.	Lunch	10.00
Cornick, L. A.	Refreshments	27.00
Crosby, Mrs. A. M.	Refreshments	15.00
Coffee, Wm.	Refreshments	15.00
Chamberlain, C. R.	Dining hall	50.00
Conklin, H. E.	Dining hall	20.00
Desmond, T. J.	Lunch	25.00
Doherty, Jas.	Hitching	31.50
Dunn, Thos.	Refreshments	25.00
Ellison, Mrs. M. E.	Dining hall	50.00
Elliott, J. W.	Striking machine	10.00
Fish & McManigal	Dining hall	50.00
Fierabend, M.	Refreshments	15.00
Fanskee, J. O.	Refreshments	15.00
Frederick, Chas.	Refreshments	10.00
Frank, Nelson	Refreshments	30.00
Foster & Seidel	Refreshments	15.00
French, Capt. W. J. ("Wild Jim")	Show	40.00
Griggs, C. H.	Bicycle rack	35.00
Gallagher, J. H.	Lunch	25.00
Gluck, N. M.	Lunch	12.50
Gulderman, A.	Lunch	10.00
Gerlich, G. A.	Dining hall	50.00
Gernenz, Mrs.	Dining hall	25.00
Gallagher, J.	Lunch	10.00
Gazette & Vader	Lunch	25.00
Herbert, E. J.	Dining hall	145.00
Harstock, G. T.	Refreshments	25.00
Hanck, Chas.	Refreshments	15.00
Hammerlee, John	Refreshments	45.00
Hullselke, Mrs. H. C.	Refreshments	10.00
Halderman, M. E.	Refreshments	10.00
Immanuel Baptist Church	Dining hall	35.00
Jenks, S. G.	Dining hall	100.00

Jorgensen & Thompson.....	Refreshments	15.00
Johnson, R.....	Refreshments	15.00
Johnson, V.....	Refreshments	10.00
Jones Bros.....	Refreshments	11.50
Kelly, F.....	Refreshments	17.50
Kelly, Mrs. E.....	Lunch	20.00
Kjodt, L.....	Birds	6.00
Knauff, H. B.....	Lunch	10.00
Kinning, Mrs. A.....	Lunch	25.00
Lyndale Congregational Church.....	Dining hall.....	55.00
Lee, A. M.....	Lunch	10.00
Lathrop, B. F.....	Lunch	12.00
Luetge, Otto	Lunch	20.00
Merriam Park Presbyterian Church.....	Dining hall.....	100.00
Martinson, M.....	Lunch	25.00
Maag & Randall.....	Lunch	25.00
Morgan, A. D.....	Lunch	10.00
Meehan, Mrs. R.....	Lunch	25.00
McKinnon, Mrs. A.....	Lunch	12.50
Mercer, John.....	Cider	25.00
McCullom, Mrs. A. A.....	Lunch	12.50
Nealy, M.....	Lunch	35.00
Northrup, E. F.....	Merry-go-round	75.00
Nelson, Conrad.....	Lunch	10.00
Oestrich, O.....	Lunch	10.00
O'Connor, H.....	Show	25.00
Olson, S. E. & Co.....	Optical goods	12.50
Osborne, F.....	Fat steer	26.00
Peterson, C. W.....	Dining hall.....	40.00
Peterson, John.....	Refreshments	15.00
Payne & Courtwright.....	Refreshments	12.50
Rippe, A. L.....	Refreshments	15.00
Ryder, Mrs. C. W.....	Dining hall.....	50.00
Russo, M.....	Birds	6.00
St. Mark's Church.....	Dining hall.....	110.00
Scott, L. N.....	Official program	550.00
Sohl, F.....	Grand stand.....	250.00
Shackenay, Mrs.....	Dining hall.....	50.00
Sorenson, N. C.....	Refreshments	15.00
Sylvester, J.....	Refreshments	20.00
Sullivan, J.....	Refreshments	12.00
Stafford, W. N.....	Refreshments	20.00
Smith, E. E.....	Refreshments	12.50
Stanley, C.....	Show	50.00
Shafer & Benson.....	Refreshments	20.00
Steinberg, S.....	Show	20.00
Schofield, T.....	"X" ray.....	20.00
Spangler, W.....	Refreshments	25.00
Schuman, Mrs. C. W.....	Refreshments	15.00
Sullivan, J.....	Refreshments	11.00
Thiebaud, R.....	Dining hall.....	45.00
Teal, Mrs. O. E.....	Dining hall.....	41.00
Telle, J. M.....	Refreshments	27.00
Taral & Josh.....	Toy balloons	10.00
Tromanheuser & Thurston.....	Notions	10.00
Wise, F.....	Cigars	10.00
Wideman, H.....	Lunch	25.00
Wigham, Wm.....	Lunch	10.00
Wanzer & Stone.....	Show	30.00
Waldron, A. C.....	Lunch	12.50
Webster, C.....	Pop corn	15.00
Wood, R.....	Phonograph	7.00
Werrick, Mrs. S.....	Pictures	10.00
Wagnago, Z.....	Lunch	10.00
Total		\$3,575.50

WOMAN'S BUILDING AND GRAND STAND ANNEX.

Name of Purchaser.	Name of Privilege.	Amount.
Aerhart & Johnson.....	Bicycle repairs.....	\$10.00
Johnson, M.....	Candy	25.00
Appleton, Mrs. T.....	Flowers	7.00

Bartholomew, R.	..... Darner	10.00
Gerhardt, J. N.	..... Optical goods	15.00
Heyn, J. R.	..... Stamping patterns	7.00
Juergens Bros.	..... Jewelry	20.00
Johnson, M.	..... Candy	25.00
Johnson, Mrs. E.	..... Refreshments	15.00
Lipman, S.	..... Optical goods	10.00
Murphy, Mrs. C.	..... Bath cabinet	15.00
Morris, A. W.	..... Notions	5.00
Pike, W. R.	..... Shirt fastener	20.00
Simons, M. T.	..... Refreshments	20.00
Shotwell, Mrs. B.	..... Needles	4.00
Thurber, Wm.	..... Refreshments	15.00
Wolff, J. A.	..... Refreshments	20.00
W. & M. Perfume Co.	..... Flavoring Powder	10.00
Wells, J. T.	..... Toilet powder	10.00
Zereth, Mrs. C. A.	..... Lunch	15.00
Total	.....	\$278.00

AGRICULTURAL HALL.

Name of Purchaser.	Name of Privilege.	Amount.
Bissel, Mrs.	..... Notions	\$3.00
Epman & Colchester	..... Notions	4.00
Edwards, J. P.	..... Notions	6.00
Johnson, M.	..... Candy	50.00
Mansfield, M. P.	..... Notions	10.50
Mower, I. H.	..... Notions	11.00
Robbins, B.	..... Refreshments	32.50
Richardson, A. W.	..... Phonograph	12.50
Robb, A.	..... Jewelry	10.00
Sodini, B.	..... Fruit	50.00
Tubbesing & Hulseike	..... Refreshments	20.00
Washburn, W. D.	..... Advertising	10.00
Total	.....	\$219.50

MAIN BUILDING.

Name of Purchaser.	Name of Privilege.	Amount.
Brennan, J. J.	..... Pens	\$12.50
Blakeman, F. W.	..... Cards	10.00
Chestnut, Mrs. G.	..... Notions	6.25
Colton & Warren	..... Phonograph	19.50
Capewell Nail Co.	..... Horse nails	12.50
Cohen, H.	..... Optical goods	12.50
De Mars Jewelry Co.	..... Notions	12.50
Ehrke, E.	..... Notions	6.50
Emnden, V.	..... Notions	12.50
Ebez, C. P.	..... Needle threader	10.00
Fleishman, R.	..... Jewelry	15.00
Gabrowski, J.	..... Jewelry	15.00
Granovitch, A. J.	..... Optical goods	12.50
Harnish & Powell	..... Drugs	12.50
Hamlin, M. E.	..... Drugs	6.00
Juergens Bros.	..... Microscopes, etc	40.00
Johnson, M.	..... Candy	75.00
Loy, A. L.	..... Notions	12.50
Linn & Bergen	..... Kintoscope	12.50
Lawler, W. H.	..... "X" ray	10.00
Lincoln, L.	..... "Trilby"	145.00
Milburn, G. E.	..... Glass engraver	30.00
McCloskey, M. A.	..... Soap	12.50
Mackett, Mrs.	..... Notions	12.50
McLean & Whitman	..... Refreshments	20.00
Robbins, B.	..... Fruit	20.00
Reynolds, F. G.	..... Glass cutter	12.50
Sodini, B.	..... Fruit	60.00
Schroeder, A.	..... Sash hanger	12.50
Sachs, S.	..... Jewelry	10.00

Teal, Mrs. O. E.....	Orangeade	25.00
Vorphal, R. H.....	Printing	6.00
Wolff & Co.....	Refreshments	20.00
Watson & Sherwood.....	Jewelry	12.50
Weizand, G.....	Notions	20.00
Wauerschauer, H.....	Tops	12.50
Wood, C. F.....	Inks	27.50
Wend, W.....	Lithographs	6.25
Sundry small privileges.....		56.25
Total		\$846.75

RECAPITULATION.

General privileges.....	\$3,575.50
Woman's building and annex at grand stand.....	278.00
Agricultural hall.....	219.50
Main building.....	846.75
Total	\$4,919.75

CREDIT.

Treasurer's receipts.....	\$4,369.75
Program privilege, paid to secretary.....	550.00
Total	\$4,919.75

REPORT OF SUPERINTENDENT OF FORAGE.

E. P. WATSON, SUPERINTENDENT.

To the Board of Managers of the Minnesota State Agricultural Society,

Gentlemen: In the conduct of the forage business at the fair I have planned to buy the best quality, in quantities, at the lowest wholesale price, and have distributed the same to exhibitors at the lowest possible price that will cover the expense of handling. The small balance of profit indicated in my report will show that exhibitors have had forage at as near cost as possible. While in this, as in other matters, we have found it impossible to please everybody, many of the largest and most prominent exhibitors have given the department numerous compliments, saying that this association has furnished them better quality at lower prices and has given them better service each year than any other association in the circuit.

E. P. WATSON, Superintendent of Forage.

Dr.

To bill of Wallace & Allard.....	\$262.23
To bill of Geo. Drew & Co.....	75.80
To bill of Boyd Feed and Fuel Co.....	79.68
To bill of H. H. Wells, car of oats.....	182.61
To labor.....	106.62
Profit	6.93
	\$713.87

Cr.

By cash deposited with treasurer.....	\$100.00
By cash deposited with treasurer.....	222.50
By cash deposited with treasurer.....	12.49
By 599 bushels of oats turned over to society.....	113.81
By 5,192 pounds hay turned over to society.....	23.40
By 2,480 pounds straw turned over to society.....	10.54
By shorts.....	2.52
By bran.....	.82
By oil meal.....	.80
By forage accounts charged to premiums.....	95.13
By feed furnished fire company, mounted police and Indian ponies.....	62.50
By freight paid on car of oats.....	40.74
By cash paid for labor.....	28.62
	<hr/>
	\$713.87

REPORT OF SUPERINTENDENT OF GATES.

To the Board of Managers Minnesota State Agricultural Society,

Gentlemen: Herewith I beg to submit to your honorable board a condensed report of tickets taken at the gates and grand stand during the state fair held from Aug. 31 to Sept. 5, 1896, inclusive, with value of the same; also, find hereto annexed reports in detail for each day of the fair.

Yours very respectfully,

C. N. COSGROVE,

Superintendent of Gates, 1896.

PAID TICKETS TAKEN AT THE GATES AND GRAND STAND, THE THIRTY-SEVENTH ANNUAL FAIR, 1896.

68,357	General admission tickets at fifty cents each.....	\$34,178.50
4,293	Half-fare admission tickets at twenty-five cents each.....	1,073.25
1,025	Season coupon tickets at thirty-three and one-third cents each.....	341.67
1,640	Railroad tickets at fifty cents each.....	820.00
8	Railroad tickets at twenty-five cents each.....	2.00
15,473	Grand stand tickets at twenty-five cents each.....	3,868.25
1,174	Grand stand reserved tickets at fifty cents each.....	587.00
	Cash admissions.....	85.75
		<hr/>
91,970	Total value.....	\$40,956.42

TICKETS RECEIVED EACH DAY.

DAYS.	General Admission.	Half Fare.	Season Coupons.	Railroad Full Fare.	Railroad Half Fare.	Grand Stand.	Grand Stand Reserved.	Totals.	Complimentary.	Grand Stand Complimentary.	Bicycle.	Helpers.	Day Passes.	Totals.
Monday	1,504	728	141	1	.....	1,103	37	3,514	462	667	483	853	141	2,606
Tuesday	8,083	440	175	4	.....	1,983	145	10,830	751	234	.....	1,065	237	2,287
Wednesday.....	12,663	673	163	30	.....	2,135	158	15,822	739	215	.....	1,044	207	2,205
Thursday.....	30,454	1,400	200	752	3	6,816	435	40,060	1,317	498	.....	1,121	625	3,516
Friday.....	14,347	966	197	679	5	3,083	397	19,674	1,209	425	.....	1,308	470	3,412
Saturday.....	1,306	86	149	174	.....	353	2	2,070	642	31	.....	956	206	1,835
Totals.....	68,357	4,293	1,025	1,640	8	15,473	1,174	91,970	5,120	2,070	483	6,347	1,886	15,906

RAILROAD COUPON TICKETS.

Received from Various Railroads.

DAYS.	Omaha.	Omaha Half Fare.	Great Northern.	St. Paul & Danuth.	Northern Pacific.	Seo Line.	Totals.
Monday.....				1			1
Tuesday.....	1					3	4
Wednesday.....	2		11	13		4	30
Thursday.....	449	3	125	120	48	10	255
Friday.....	351	5	174	118	34	2	684
Saturday.....	68		51	50	5		174
Totals.....	871	8	361	302	87	19	1,648

LITIGATION.

IRA B. MILLS, ATTORNEY.

Since the last annual report the case of Mamie Lane against the society—an action brought for personal injuries which she claims to have received by being thrown from a horse through the negligence of the society by allowing an improper and unsafe horse to enter in the ladies' race of 1891—has been twice tried, the first trial resulting in a disagreement of the jury. In the second the plaintiff received a verdict of \$3,000.

It was necessary in the preparation of the trial of this case to take the depositions of two witnesses residing out of the state; one in New Orleans, and the other in Minot, N. D., both of these witnesses being ladies that rode horses in the race in which the plaintiff was injured. It was also necessary to have Mr. Cross, the former secretary of the society, who resided in Palisades, Colo., present at the trial as a witness, and also his knowledge of the facts required his presence for some time before the commencement of the trial for the purpose of aiding in the preparation of the trial.

The testimony in the case was somewhat conflicting, although the directors believe that the preponderance was in favor of the society. Sixteen witnesses to the incident, two of them being ladies who rode in the race in question, testified that the accident was not caused as claimed by the plaintiff, but was purely and simply an accident which no care on the part of the directors of the society could prevent; while three of the plaintiffs gave a different version of the transaction. In view of the amount of the verdict and the important principle involved in the case, the directors deemed it advisable to again take the case to the supreme court, where, at the date of this report, it is pending. The expenses connected with litigation of this character are necessarily large, and the items are set forth in the account of expenses of this society.

The supreme court of the State of Iowa, in the case of A'Hern vs. Iowa State Agricultural Society, held that the society, not being a corporation for pecuniary profit, was not controlled by rules of law applicable to private corporation; that it was an arm or agency of the state, organized for the promotion of public good and for the advancement of agricultural interests of the state, and for that reason in performing its duties as such it was not liable for the wrongful or negligent acts of its servants. The question of the liability of our society was determined against it on the demurrer in this action before the trial and before all the facts in regard to its business, its by-laws and regulations were properly before the court. The same question will again be presented to the court on the argument of the appeal now pending, and should the court adhere to its former ruling, establishing liability under the law, as it now exists, it might be well to procure such legislation as would put this society on the same footing with Iowa in regard to actions of this character.

Since the trial of the Lane case, Villa Poole Jones, who was also injured in the same race, has commenced an action against the society, claiming to recover \$10,000 for injuries received. The legislature of 1895 amended the statute of limitations requiring actions for personal injuries to be commenced within two years from the time the cause of action accrued. The society believes that the statute applies in this case. This question will be argued in the district court on the 12th of the present month.

REPORTS OF COUNTY AGRICULTURAL SOCIETIES.

BLUE EARTH COUNTY AGRICULTURAL SOCIETY.

O. Swan, secretary of the Blue Earth County Agricultural Society, writes: "Owing to the rainy weather, the fair this year had the lightest attendance and displays we have had for years. The display of apples was equal to the state fair display, and one of the exhibitors had 112 varieties of apples grown in Pleasant Mound township in the southwestern part of the county."

CHISAGO AND PINE COUNTIES AGRICULTURAL SOCIETY.

Rush City, Oct. 21, 1896.

E. W. Randall, Secretary State Fair Association, Hamline, Minn.,

Dear Sir: I inclose you the annual statement of our association. The management has expended \$135 this year in enlarging floral hall, and we feel now that we have plenty of room for the displays that may be made at any one time for some years to come. Next year our cattle sheds must be enlarged and improved. Our fair this year was a good one, exhibits being larger and better than heretofore, but the weather of the first and second days lowered our receipts considerably.

Yours truly,

V. D. EDDY,
Secretary.

ST. LOUIS COUNTY AGRICULTURAL SOCIETY.

Duluth, Minn., Dec. 3, 1896.

E. W. Randall, Hamline, Minn.,

Dear Sir: Inclosed herewith please find report of the St. Louis County Agricultural Society. You will see by our report that we have done considerable business the past year, and have come out fairly well, leaving a deficit of only \$515.83. We started about the first of September to negotiate for permanent grounds for the agricultural society. We succeeded in making a lease on very favorable terms, running five years, with the privilege of five years more. We then began to make arrangements for the building of a track and exhibition building and fencing the grounds. We had but three weeks to do the entire work, and with fair weather and extraordinary exertion on the part of the management, we succeeded in getting everything done in readiness for the fair. We have a lease for twenty-five acres of ground, about Thirtieth avenue West. We have the finest half-mile track in the state, and horsemen who were here this fall said that it was the best track they had seen in their circuit, which included Northern Iowa, Wisconsin, and Montana. We have an exhibition building eighty by ninety feet; a grand stand to accommodate 2,000 people; and we also have thirty-two stalls for the accommodation of horses. The city and county came to our rescue after the fair was over and appropriated about \$3,700 to enable us to pay up nearly everything the society owed, thereby leaving the society in splendid condition for the future.

The exhibits at our fair were of a first-class character, both as to agricultural, horticultural and other exhibits. The only trouble we experienced was lack of room to accommodate the exhibitors. We hope to overcome this another year by the addition of another building. The city and county officials all realize the importance of encouraging agricultural exhibits, and are anxious to do everything in their power to assist the society in securing permanent quarters and in holding successful fairs.

Yours truly,

J. E. COOLEY,
Secretary.

DODGE COUNTY AGRICULTURAL SOCIETY.

Aug. E. Anderson, secretary of the Dodge County Fair, writes: "The weather during our fair week was against us, but by extending the fair one day, we carried out our program in full and had very good attendance, and financially we came out even, all premiums and purses being paid in full. This is the second year we excluded fakirs and gamblers from our fair and we found this plan worked like a charm, and the majority of our people are pleased. The fair buildings and grounds are in excellent condition."

FINANCIAL REPORT OF COUNTY AND DISTRICT AGRICULTURAL SOCIETIES FOR THE YEAR 1896.

DATES OF FAIRS, 1896.	Active Members	Names of County Agricultural Societies.	Where Held.	Amount Received from State.	Total Receipts.	Paid for Premi- ums.	Paid for Pursea.	Paid for Improvements.	Total Expenses.
Sept. 15-17.....	168	Blue Earth.....	Garden City.....	\$214.29	\$774.75	\$314.10	\$89.00	\$108.86	\$784.55
Aug. 28-30.....	93	Brown.....	New Ulm.....	214.29	2,624.86	220.35	1,265.00	1,650.71	4,071.81
Sept. 25-26.....	26	Carver.....	Carver.....	214.29	485.42	222.50	500.00	.....	453.92
Sept. 24-26.....	36	Chaska.....	Chaska.....	214.29	503.45	241.00	285.00	.....	876.25
Sept. 15-17.....	20	Chisago and Pine.....	Rush City.....	214.29	508.88	216.00	75.00	135.00	353.00
Sept. 9-11.....	37	Dakota.....	Farmington.....	214.29	823.08	266.00	306.50	.....	823.08
Sept. 16-19.....	310	Dodge.....	Kasson.....	214.29	1,277.79	416.50	289.00	60.90	1,230.88
Sept. 6-7.....	.....	Douglas.....	Alexandria.....	214.29	664.25	272.25	110.00	.....	654.25
Sept. 17-19.....	333	Faribault.....	Blue Earth City.....	214.29	1,422.93	387.50	530.50	110.23	1,422.93
Sept. 14-16.....	109	Faribault Agricultural and Joint Stock.	Winnabago City.....	214.29	868.72	270.00	460.00	.....	861.22
Sept. 15-18.....	109	Fillmore.....	Preston.....	214.29	1,588.24	934.00	918.00	22.25	2,911.53
Sept. 14-16.....	91	Goodhue.....	Zumbrota.....	214.29	695.27	271.50	.....	.....	646.31
Sept. 17.....	40	Grant.....	Elbow Lake.....	214.29	482.49	255.20	51.00	.....	396.17
Sept. 15-18.....	148	Le Sueur.....	Le Sueur.....	214.29	2,114.20	340.00	650.00	.....	2,104.74
Sept. 16-18.....	38	Millie Lacs.....	Princeton.....	214.29	658.33	304.00	100.00	75.47	479.47
Sept. 10-12.....	42	Nicollet.....	St. Peter.....	214.29	1,322.50	296.50	575.00	.....	1,322.50
Oct. 1-3.....	89	Norman.....	Ada.....	214.29	1,973.90	296.75	474.95	148.65	1,939.47
Sept. 22-24.....	34	Murray County Agricultural and Mech.	Siayton.....	214.29	600.60	507.05	.....	.....	569.85
Sept. 22-25.....	65	Polk and Norman.....	Fertile.....	214.29	1,158.29	325.25	282.30	.....	1,152.60
Sept. 15-17.....	73	Renville.....	Pipestone.....	214.29	767.03	180.15	324.00	141.35	886.35
Sept. 17-19.....	180	Shell Prairies.....	Bird Island.....	214.29	473.93	249.06	.....	.....	473.93
Sept. 17-19.....	121	Steele.....	Faribault.....	214.29	1,528.75	405.50	800.00	.....	1,522.25
Sept. 25-26.....	30	Stevens.....	Park Rapids.....	214.29	1,554.11	249.79	104.57	922.11	1,434.77
Sept. 18-19.....	25	St. Louis.....	Owatonna.....	214.29	1,806.54	565.25	561.67	62.90	1,806.54
Sept. 30-Oct. 1-3.....	51	St. Vincent Union Industrial.	Duluth.....	214.29	288.94	241.96	.....	.....	268.56
Oct. 8-9.....	90	Thirteen Towns.....	St. Vincent.....	214.29	6,712.27	485.75	1,500.00	5,477.35	7,228.10
Sept. 10-12.....	.....	Waseca Agri. Mechan. and Ind.	Foston.....	214.29	440.61	243.98	.....	.....	414.03
Sept. 24-26.....	.....	.....	Waseca.....	214.29	951.08	284.10	142.60	.....	904.74
Sept. 24-26.....	.....	.....	.....	214.29	790.65	225.00	.....	.....	790.65

RACE TRACKS.

HOW TO BUILD AND REPAIR THEM.

A mile race course must be 5,280 feet in length, measured three feet from the pole line. The above condition, though seemingly uncalled for, appears to be the only one imposed by the racing fraternity upon track associations which desire to have their records accepted by any race association. They must be of their nominal length at that distance from the inside fence line which a horse, in a sulky, must be to safely clear the fence.

We have mile tracks with a quarter of a mile in each end curve and a quarter in each stretch; we have them on the square plan, with an eighth of a mile in each quarter turn and an eighth in each of the stretches; then the kite-shaped track has its advocates. We have tracks of various widths, from 20 to 120 feet. Some are given the amount of superelevation on the curves demanded by theoretical considerations, while others use half this amount or even less. Some are made perfectly level along the course of the track, while others allow as much as a one-foot grade to the hundred. Some will have six inches slope across the track on the straight, for drainage, and others double this amount.

This wide range touching seemingly important details would appear to argue, at first thought, the absence of proper regulation. It might seem that, where an acceptable record made on one track is to be considered as having been made on every track of the circuit and is comparable with every other similar record on any track, these tracks should be quite similar. The practical horseman, however, understands that the quantity and time of the last feed of grain or the last drink before a race, to say nothing of the previous month's training, has much more to do with shortening the record time the last second or fraction than the matters of grade, elevation at the curves or general shape of the track. To attempt to bring these unimportant details under a rigid set of specifications would bring a large extra expense upon many associations, and thus discourage the sport without increasing the interest in it. There are well founded mechanical considerations which would indicate that a straight away mile is undoubtedly the fastest track, but the interest at the start being second only to that at the finish, as well as the matter of expense, have ruled that some form of track bringing the start and finish in front of the grand stand shall be provided. Overshadowing all these considerations affecting the time is that of elasticity of the course. While we can control this in a measure by providing a suitable foundation and carefully selected surface material, yet the amount of moisture in the track, gratuitously furnished by Jupiter Pluvius, too frequently just before or during our great races, will change our records from three to eight seconds, do what we may. So it seems that no regulation is attempted by the racing world of these things which are modified by economic considerations or governed by local conditions over which we can exercise no control. We understand that the track with semi-circular ends and an equal division of its length between the curved and straight parts has become very general and is spoken of as the "standard track," but inquiry among several associations has failed to discover any standard specifications or any knowledge of the existence of any. So, should the foregoing assumptions prove untrue and be the occasion of such specifications coming forth from their hiding place, the writer confesses his rashness and charitably conceals the names of the several secretaries of leading track associations equally guilty, and offers as the principal and perhaps the only extenuating circumstance that the assumption was based upon the present condition of several tracks which furnish indisputable proof that such specifications were never imposed in their instances at least.

Allowing that these circumstances do, to any considerable degree, affect the speed of the horse, it would undoubtedly act differently upon different horses, and thus increase the pure chance element in racing, which must increase the interest in it for all lovers of sportmanship.

THE SELECTION OF THE SITE

Exclusive of building, a mile track requires about fifty acres and a half mile track about fifteen acres. We assume that the association has determined upon the general locality and sum available for the purchase of land and construction of track and necessary buildings. This would, of course, determine the general shape and size, whether oval or kite-shaped, mile or half mile. At this point the services of the civil engineer should be called in, as the problems beginning with the economic selection of the site and ending when the track and buildings are fully completed are purely engineering problems. The more nearly level the ground is, the less, of course, the expense of grading. In this the engineer can bring his special knowledge into requisition, and by taking a few readings with a level and rod can readily compare the merits of the different sites, and, perhaps, without making a formal preliminary estimate can narrow down the choice to one, or possibly to the shifting of the track in a certain piece of land whose size permits such range of choice. An eighty-acre tract and a mile track might easily bring these conditions.

That suitable surface material shall be everywhere present over the tract is scarcely to be expected and not essentially desirable. For, except the ground be unusually level, very little, if any, of the natural surface can be adopted as "grade" for the finished track surface, and so the engineer will find it to his advantage, except perhaps a few small patches at the grade points, to work the whole track to a sub-grade, and after this has been suitably prepared the surfacing material can be added from the side. Or he can obtain it from any place within or near the track with very slight additional expense.

THE BEST MATERIAL FOR THE TRACK.

As might be expected, there is a wide range of opinion as to what is the best material for the track. Since in the construction of a dozen tracks an engineer might be compelled to adopt essentially different soils for the surface materials, we will not attempt to give the exact constituents of the best sub and surface materials, but rather call attention to the conditions which these materials are desired to furnish and ask the engineer to study the different materials available in his particular case as found in adjoining roads, and determine thereby what soils or mixtures of soils will most nearly bring these desired conditions. A solid, easily drained foundation and an elastic surface are the conditions sought.

Sand or gravel will thus be very suitable sub-material, but can form only a small part of a good surface material. Its elasticity and the ease with which it is carried from the track by the wind alike render it unsuited for surfacing. The clays are to be avoided as far as possible, as their impervious character renders them unfit for sub-material, and in the surface material the presence of clay in considerable quantity will render the track unfit for use for some time after a rain. The fine dust into which clay readily works when dry becomes a nuisance on a track.

The sandy loams, with sufficient clay to insure a packing when moistened, seem to meet with general favor among trackmen. The natural soils are to be prepared. The Lexington track is surfaced with natural soil. We would advise the engineer, except he has unusual opportunities of study and experience in this matter of surface material, to leave this part of the work to the judgment of some officer of the association, or, if obliged to care for these matters, let him consult freely with horsemen, whom he will find as a rule very observant of the slightest circumstance that can in any possible way affect the speed of their horses. I would recommend that such advice be followed rather than that of the expert who, with his balances and his sieves, might be able to tell the desirable constituency of the surface metal even to the number and size of the grains of sand in a given quantity of the material.

LAYING OUT THE TRACK.

Having determined the approximate location of the track, the exact determination will be made by each engineer according to his peculiar methods. One might make a topographic map of that part of the field affecting in any way such final location, while another, of a less scientific turn of mind, would make a trial location and with the profile of this seek to have the next location prove final.

The first method will be likely to result in a more economic location of the track, but might cost a day or two more work with the engineering party than the "fit and try" method.

Since the question of final location will be governed somewhat by our allowable maximum grade, we will here briefly refer to this. There seems to be no sentiment among horsemen against easy grades. Two to three feet in a quarter of a mile cannot be detected, and much more than this is permitted on first-class tracks. There should be a slight descent on the last quarter, since this not only aids the horse in getting up speed at the start, but it accelerates his speed at the finish.

The location having been fixed, by whatever methods and from whatever considerations, the staking out of the track becomes a simple problem of running two parallel tangents, 1,320 feet long and 840.34 feet apart, and connecting these by circular curves of 427.17 feet radius, or by thirteen degrees thirty-seven minutes and thirty seconds curves.

The pole line, being run out, serves the same purpose that the center line in railroad work does from which to take "distance out" in cross-sectioning the course for determining the earthwork and setting the slope stakes.

With the grades established, the work of cross-sectioning differs in one respect only from that involved in common railroad work, and needs small comment. The roadbed, instead of being level across the track, will have a slope on the stretch of about one in sixty and on the curve one foot in twelve is much used, though this is only about half as much as demanded by theoretical considerations. The present tendency, since the introduction of the pneumatic tired sulky, is to even lessen this one in twelve superelevation. This rise should begin on the stretch about 150 feet from the beginning of the curve, ascending gradually and reaching full elevation about the same distance along the curve. The side slopes of one to one in cut, and one and one-half to one with embankment, is common.

The nature of the ground will rule, as in railroad work, as to the frequency of the cross-section stakes. For light work and common rolling ground at each hundred feet on the straight parts and at each fifty feet on curves would be sufficient for an experienced contractor's use. For purposes of determining the amount of earthwork involved, more frequent readings might be needed at certain sudden changes in the surface. All of these slope stakes will be set to the final surface as grade, then, as the work progresses, sub-grades will be set to a surface as much below final surface as it is desired to put into the surface material. Eight to ten inches makes a good depth for this and can be counted on to wear away about half an inch a year.

THE DRAINAGE OF THE TRACK.

Reference has been made to the slope of the track to secure a prompt removal of storm water from the surface of the track. It is important that this drainage must be toward and across the pole line. The necessity for superelevation at the curves makes this plan imperative. From the danger of making wash holes at the pole line at points where the storm water passes from the track to the ditch, the drains should be made about twenty-five feet apart along the track and should be very broad and shallow. A ditch about three feet inside of the pole line should be made, and of a depth necessary to insure a certain and immediate disposal of all storm water to points well remote from the track.

THE RESURFACING OF A TRACK.

The combined action of rain washing the lighter parts into the ditches and the winds blowing away these, together with the sandy portions, gradually reduces the surface material. To meet these losses it becomes necessary to renew the surface every ten or fifteen years, depending upon the nature of the material, the amount of service on the track as well as the atmospheric conditions of rain and wind. In case the resurfacing is to be done by contract based upon volume of material on the track, sections at one hundred feet apart along the track are sufficient, but on account of the concave surface levels should be taken at each ten feet across the track at the section. By platting tiers on cross-sections paper the areas can be easily determined by use of the planimeter, and the work of computing very much shortened and greater accuracy insured.

The material should be put on in two layers where over six inches is to be put on, the first being leveled and thoroughly rolled before the second is added.

The foregoing is not offered as an attempt to treat all of the problems incident to the building of a race track, but it is hoped that some of the more important considerations may have received such notice as to be of service to track associations desiring to build or to an engineer called upon to assist in the construction of a race track.

W. R. HOAG,
State Topographer.

THE AGRICULTURAL DEPARTMENT OF THE UNIVERSITY OF MINNESOTA.

WILLET M. HAYS, PROFESSOR OF AGRICULTURE AND VICE CHAIRMAN.

University farm adjoins the state fair grounds on the west and on the north. The numerous fine buildings are mostly in full view of the fair grounds and especially of the grand stand. A road and a gentlemanly gatekeeper with return tickets in hand always makes it easy to take a few hours off while attending the state fair to inspect the grounds of the university farm. These two farms are being made into a pair of most attractive neighbors in which all farmers are learning to take great interest.

Upon entering the grounds visitors should try and find some one to show them over the farm, as the experiments in progress in the fields, gardens, stables and laboratories can be far better understood and appreciated if explained by some one acquainted with the thousand and one things being done.

The barns, the meat house, the dairy building, the veterinary building, the greenhouses, the poultry building, the blacksmith and carpentry shops, the chemical laboratory, the great dining hall where the students are fed, the dormitories where they live, the ornamental plantations of trees and flowers, the gardens, nurseries and forest plantations, the field crop variety tests and the plats where field crops are being crossed and bred to make new and better kinds, the rotation and tillage experiments, will all be interesting. The only trouble—there are so many things that, like the state fair, one cannot get over it all without a few days' time.

THE STATE EXPERIMENT STATION.

In the buildings above mentioned there are three or four organizations. The state experiment station is largely supported by funds given the state by the national government. Besides this are the College of Agriculture, the School of Agriculture, the Woman's Agricultural School and the Dairy School. The officers of the experiment station manage the land, the barns, the stock and part of the laboratories. Their work in the experiment is not teaching alone, but rather the finding of facts to teach. The agriculturist

experiments with crops, soils, fields, roads, buildings, drainage, etc. The horticulturist investigates all things relating to garden crops, fruits and to trees generally, and even to flowers. The entomologist studies the injurious and beneficial insects. The agricultural chemist investigates soils, foods, and other agricultural products, to find their composition and the best ways to handle them to make them useful. The live stock man studies feeding, breeding and managing animals to produce meat. The dairyman studies the feeding and breeding of dairy cattle and the manufacture of milk products. The veterinarian studies diseases of animals and how to prevent and cure them. The experiment station publishes annually several bulletins giving the results of experiments, and these are sent free to all who will call and request that their names be placed on the bulletin list, or will write their request to the Experiment Station, St. Anthony Park, Minn.

The last legislature provided means for two new experiment farms, one at Crookston in the northwestern part of the state, and one at Grand Rapids in the northeastern part of the state. Experiments are also conducted at Lynd in the southwestern part of the state, on the homestead of Mr. O. C. Gregg, superintendent of the state farmers' institutes.

THE COLLEGE OF AGRICULTURE COURSE.

The same gentlemen who form the corps of experimenters of the experiment station also constitute the faculty of a college of agriculture. This is one of the regular four-year course colleges of the university. The technical agricultural professors at university farm teach only a part of the studies in this course. The students attend classes at the main campus of the university for all their literary and general scientific studies, taking only the technical studies with the professors at university farm. This college course has only about a dozen students. To get into this course one must be a graduate of the school of agriculture mentioned below. And since there is a demand in lines of professional agriculture for only a comparatively few men to serve as teachers, experimenters, editors, lecturers, etc., not so many are needed in this course. Of the many graduates of the school of agriculture only the few take this additional long four-year course of study. A few who take the long course will become farmers, but most who design to be farmers stop upon graduation from the school of agriculture, sometimes attending one year in the agricultural college course, picking out only the practical studies which, like those in the school of agriculture, will be especially useful to the farmer.

THE BOYS' AGRICULTURAL HIGH SCHOOL.

The most popular feature of the agricultural department of the state university is the school of agriculture. It is most prominent among the farmers of the state, and among agricultural colleges of other states it is looked upon as the most promising feature of farmers' schools on the continent. In the kind of instruction it is largely technical, and in grade it ranks as a high school. It is preparatory to the agricultural college course in the university just as the city high schools of the state are preparatory to the other college courses in the academic department of the university. This agricultural high school is becoming a popular place to prepare for the business of farming and farm home making, just as the city high school has become the popular place for the young people of the cities to prepare for city lines of business or home making. City high schools are of such recent origin that they are still in the period of wonderful development; and it is only in keeping pace with the times and with other lines of education of a high school grade for this school to grow rapidly in public esteem and to fill up with students. Instead of a third of a hundred of graduates annually, the state needs to have a thousand annually returning to her farms from such schools. And while the history of nearly all schools is that growth is slow, and that numbers even sometimes reach their limit and are lessened, yet the air of Minnesota is so full of this school that one need not feel surprised should the school

at university farm soon become one with very large numbers. This school now enrolls nearly 250 annually, a growth from forty-seven the first session only eight years ago.

The young men in the school of agriculture are most enthusiastic in its work, and the thousands of farmers who annually visit it are surprised and wonderfully pleased with the extent and practical character of the agricultural instruction.

THE WOMAN'S AGRICULTURAL SCHOOL.

A summer school for women has been in operation for three summers and is well attended. Instead of part of the agricultural, live stock and other studies especially suited to the needs of the boys, the girls are given cooking, sewing and other branches of study and practice in things pertaining to the home. The girls, as well as the boys, study vegetable and fruit gardening, poultry, beekeeping, dairying and various general branches. This work has proven very successful, and friends of coeducation are now urging that the ladies be given an agricultural high school course along with the boys. With many graduates of such courses of study, where both sexes are fitted for farm management and farm home makers, the agriculture of our state could hardly fail to be wonderfully improved. Minnesota is proud that she takes the front rank—has taken the lead, in fact—in establishing an agricultural high school for boys, and will doubtless ere long be quite as proud that she took the lead in establishing a successful agricultural high school for girls.

THE DAIRY FACTORY SCHOOL.

Besides the dairy instruction given in the school of agriculture, the summer school for women, and the college course, there is a special dairy school in winter for young men and women who work in factories. One season's experience in a butter or cheese factory is a necessary qualification for admittance.

This school does not try to make butter and cheese makers out of persons inexperienced in the business, but rather gives those who are already in the business, or are serving apprenticeships, an opportunity to better their knowledge of the work. The instruction is divided into five courses. In the first are lectures on the entire field of dairy husbandry, given by the professor of dairying, the professor of agricultural chemistry, the professor of agriculture, and various teachers in the school of agriculture and the dairy school. In the second course the students make butter, having instruction in all operations of handling milk, of separators, of ripening and churning the cream, of working, packing and marketing the butter and of managing the accounts with patrons. In the third course practical instruction is given in the manufacture of flats, cheddars, Swiss, brick, Edam and Gouda cheese. In the fourth course practice work is given in the laboratory, examining milk and milk products and learning to test and to pasteurize milk and cream. In the fifth course enough of practical engineering and pipe fitting are taught to enable the factory operator to do all this work needed in the factory.

Persons who wish to enter any of the courses in the college of agriculture should address Col. Wm. M. Liggett, Dean, St. Anthony Park, Minn. Catalogue and circulars may always be had for the asking.

THE MINNESOTA STATE HORTICULTURAL SOCIETY.

A. W. LATHAM, SECRETARY.

On the fourth day of October, 1866, in the city of Rochester, Minn., on the occasion of the annual state fair, a few of the enthusiastic fruit growers of the state organized the association now known as the Minnesota State Horticultural Society. From this little gathering of thirty years ago has developed one of the strongest organizations of its kind in the western hemisphere.

Nearly all of the states in the Union, as well as most other civilized governments, extend pecuniary aid to associations for the purpose of gathering and disseminating information as to horticulture, or else maintain bureaus

of horticulture entirely at the public expense for similar purposes. In a new land especially, as was our state at the formation of this society,—and it is so comparatively now,—information of the kind that such an association may be the means of furnishing to the people is of especially practical value, and, where heeded, saves the individual grower expensive mistakes, and in the aggregate saves a hundred fold the cost of its maintenance to the state at large. What fruits to plant, how, when and where, are expensive problems to work out experimentally by each settler in a new country, but when the experience of one becomes at once the experience of all through the instrumentality of an efficient organization, the practical benefit of it is universally apparent.

Such an association is the one supported in our state, and its services are everywhere and fully recognized at their true value. Our association is one of which its members and the state may well be proud. In the number of its members it is not exceeded by any similar society in this country, and fully as large a proportion are efficient and willing workers in its service. It is a very rare thing for any of its members to decline any duty placed upon them. Well organized and efficiently officered, with an enthusiastic corps of workers, it is grandly carrying forward its specific work.

Our society is noted not only for this, but also for the unique method by which the people who need its assistance are being reached. Three years since, realizing the inadequacy of the old plan of issuing yearly reports to its members and the public, it commenced the publication of its reports in the form of a magazine, entitled "The Minnesota Horticulturist." The great advantages of this change became at once apparent, and the membership of the society in a single season was nearly doubled and the efficiency of the organization largely increased. The present membership is about 600. That it should be several thousands, when the large number of those in the state who would be directly benefited by a connection with the society is considered, goes without saying. Every person who plants fruits, who loves flowers or trees, who has a home to adorn, would consult his monetary interests as well as enrich his knowledge by receiving the publications of this society.

As a necessity in holding the society together, an annual fee of one dollar is collected of its members, except in the case of those who prefer to pay at once a life fee of ten dollars, and of a few who, on account of distinguished services to the cause, have been rightly honored with an honorary membership.

The information which is sent out by this society is drawn very largely from the experience and observation of its members. On the first Tuesday in December in each year the society convenes in annual session at some point in the state and considers a program of a wide range of horticultural topics as presented in carefully prepared papers by members or invited guests. Discussions by those present usually follow the readings, and these discussions, which are fully reported, accompanying the papers read, make up in larger part the material appearing throughout the year in the magazines. In addition to this store, the editor draws also upon the reports of other similar societies and horticultural publications for such matter as is especially valuable to Minnesota horticulturists and applicable to the peculiar climate conditions existing in this locality.

From this storehouse of knowledge it is the privilege of every one to draw. If any one interested is not fully informed as to the methods by which this may be done, a letter addressed to the secretary of the society or any other of the officers, a list of which is given below, will receive earnest attention, for all are anxious to advance the cause we love. As to membership, no duties whatever are required, and any one becomes a member without action of the society; simply send the annual fee of one dollar to the secretary and you are a member for the current year, and will be entitled to receive a cloth-bound copy of the report of the previous year, a book of about 500 pages; the magazines of the current year, and, if a new member, three valuable premiums; you will also be a voter at any business meeting of the society.

As a member you may be asked to contribute your mite of experience to the common fund, but it will be no hardship; you will be in the spirit soon and want to do so. Come and cast your lot with us.

OFFICERS OF THE MINNESOTA STATE HORTICULTURAL SOCIETY FOR 1896.

President—J. M. Underwood, Lake City.

Vice Presidents—E. H. S. Dartt, First Congressional District, Owatonna; S. D. Richardson, Second Congressional District, Winnebago City; Mrs. A. A. Kennedy, Third Congressional District, Hutchinson; R. S. Mackintosh, Fourth Congressional District, St Anthony Park; Col. J. H. Stevens, Fifth Congressional District, Minneapolis; J. O. Barrett, Sixth Congressional District, Brown's Valley; Mrs. Jennie Stager, Seventh Congressional District, Sauk Rapids.

Secretary (and Librarian, Ex-Officio)—A. W. Latham, Office and Library 207 Kasota Block, Minneapolis, Minn.

Treasurer—F. G. Gould, Excelsior.

Executive Board (The president and secretary are members ex-officio).—Wyman Elliot (Chairman), two years Minneapolis; J. S. Harris, two years, La Crescent; Prof. S. B. Green, one year, St. Anthony Park; Clarence Wedge, one year, Albert Lea; J. P. Andrews, three years, Faribault; L. R. Moyer, three years, Montevideo.

Assistant Librarian—E. A. Cuzner, Essex and Twenty-Seventh Avenue S. E., Minneapolis. (The assistant librarian has charge of the surplus reports of the society, which are stored at Pillsbury Hall, State University.)

THE MINNESOTA STOCK BREEDERS' ASSOCIATION.

The history of live stock associations in Minnesota is brief. At different periods forming such associations has been suggested, but the time was not ripe and the project was dropped, only to be revived again. To the swine breeders belongs the credit of first effecting an organization, electing officers and starting out in a practical way. This was done at a meeting held at Institute Hall on the state fair grounds, during the fair of 1895, the call for a meeting of all those interested in live stock having been made informally at the suggestion of Professor Shaw of the department of live stock industry, state school of agriculture, and others interested in breeding. At this meeting there was a general discussion, and while there was some difference of opinion as to methods, all agreed as to the importance of the organization of all live stock interests. At this meeting committees were appointed to formulate plans for a general live stock association, and a sheep breeders', a horse breeders', and a cattle breeders' association, with instructions to report at the time of the annual meeting of the state agricultural society in January, and to make a general call for a meeting of stockmen and farmers at that time. The call was made and a large attendance resulted. After the state agricultural society had held its election on the second Tuesday of January, 1896, at the Capitol, St. Paul, the St. Paul Commercial Club invited the stock breeders to lunch at the club rooms and placed the parlors at their disposal for an evening meeting. The meeting was enthusiastic and resulted in the organization of the Minnesota Stock Breeders' Association, with officers as follows:

J. C. Curryer, Mankato, President.

John Cooper, St. Cloud, Vice President.

A. G. Wilcox, Hugo, Secretary.

A. C. Bruce, Minneapolis, Treasurer.

Executive Committee—A. L. Long, president Swine Breeders' Association, Preston; W. J. Boynton, president Sheep Breeders' Association, Rochester; First Congressional District, C. H. Murphy, Caledonia; Second Congressional District, A. H. Bullis, Winnebago City; Third Congressional District, S. B. Scott, Zumbrota; Fourth Congressional District, Luke Stannard, Taylor Falls; Fifth Congressional District, H. F. Brown, Minneapolis; Sixth Congressional District, N. P. Clarke, St. Cloud; Seventh Congressional District, H. W. Stone, Morris.

A committee was appointed to report constitution and by-laws, and the following were drawn up and adopted for the guidance of the association:

CONSTITUTION.

I. The name of this association shall be "The Minnesota Stock Breeders' Association."

II. The object of the association is the betterment of the live stock interests of the state.

III. Reputable citizens of Minnesota who are interested in live stock are eligible for membership.

IV. The officers of the association shall be a president, vice president, secretary, treasurer, and an executive committee consisting of seven members, one from each congressional district of the state. The officers of the association and the presidents of all associations representing special classes of live stock shall be members ex-officio.

V. The membership fee shall be one dollar, including dues to end of first year.

VI. The annual dues shall be one dollar for each member.

VII. The annual meeting shall be held on the day of the annual meeting of the state agricultural society, at 2 o'clock p. m., at such place in the city of St. Paul as may be designated by the president.

VIII. Special meetings may be called by order of the president, but at least thirty days' notice of the time, place and purpose of such meeting shall be given by the secretary.

IX. The officers of the association and the executive committee shall be elected by ballot at the annual meeting.

X. All amendments to the constitution and by-laws must be submitted in writing, and copies must be sent to each member by the secretary, at least thirty days before the annual meeting at which action on the same is to be taken.

BY-LAWS.

I. It shall be the duty of the president to preside at all meetings of the association; to decide all questions of order and to make any suggestions that he may deem for the interest of the association; also, to be present at and preside over all meetings of the executive committee.

II. It shall be the duty of the vice president to aid and assist the president, and in his absence to assume his powers and discharge his duties.

III. It shall be the duty of the secretary to attend all the meetings of the association and executive committee; to keep correct minutes of the same; to conduct all correspondence, and to publish every year the proceedings of the association, to one copy of which each member not in arrears shall be entitled.

IV. It shall be the duty of the treasurer to receive all moneys belonging to the association, giving his receipt for the same, and to pay all bills and accounts which have been approved by the president and certified by the secretary. Before entering upon the duties of his office he shall give a bond for such sum as is named by the executive committee.

V. The executive committee shall make such suggestions as they deem necessary for the success of the association, and look after its general interests. They shall appoint all regular subordinate committees, and shall fill vacancies for unexpired terms when they occur.

VI. Five members of the executive committee shall constitute a quorum to do business for the association.

VII. If any member is charged with willful misrepresentation or dishonest or unfair dealing in connection with live stock, he shall have a fair hearing before the executive committee, and if voted guilty by two-thirds of the members present, shall be expelled from the association.

VIII. Previous to each annual meeting, a special committee of three members shall be appointed to audit the books and accounts of the association and report their condition to the annual meeting.

IX. The order of business at the annual meeting shall be as follows:

1. Reading minutes of previous meeting.
2. Reports of officers.
3. Reports of committees.

4. Unfinished business.
5. New business.
6. Election of officers.
7. Addresses, papers and discussions.
8. Adjournment.

The Swine Breeders' Association also held its annual meeting during the evening, with the following result:

President—A. L. Long.

Vice President—J. H. Letson.

Secretary—Chas. Kenning, Osceola.

Treasurer—C. H. Murphy, Caledonia.

Board of Directors—H. F. McGonagle, Waseca; E. A. Biglow, Zumbrota; W. F. Wilcox, Benson; N. W. Hicks, Alexandria; J. H. Duxbury, Hutton; T. N. Porter, Rochester; W. O. Neil, Currie.

The Sheep Breeders' Association perfected their organization, with the following officers:

President—W. J. Boynton, Rochester.

Vice President—W. A. Henderson, Waseca.

Secretary and Treasurer—Sid. B. Barteau, Zumbrota.

And a board of seven directors, among whom were N. T. Leonard, Spring Valley; Neil Currie, Currie; J. A. Willard, Mankato; A. S. Hawks, Waseca; E. P. Watson, Morris, and David M. Fyffe.

The horse breeders and cattle breeders did not organize, but the opinion prevailed that the long period of dullness in both the horse and cattle trade was nearing the end, and that those who took advantage of the time to cull out their herds and keep only the best would find ample reward in future markets.

The delegates to the annual meetings of the agricultural society gave cordial support to these new organizations, and there was a general expression of the sentiment that the annual meeting of the society should, in the future, cover a longer period than one day, the time to be filled in by papers and discussions on practical subjects relating to agriculture and live stock, broadening the annual meeting for the election of a board of directors into a general meeting of all associations allied in interest to agriculture. It is believed that such papers and discussions would not only be of great interest and profit, but that interest in the society and its purposes and in the annual fairs would be greatly increased and its good work extended by such meetings.

The members of these associations earnestly appeal to all Minnesota men who are interested in live stock in any way, to become members and to coöperate in building up the stock interests of the state. No salaries are paid the officers giving their time freely. Every dollar collected from the small membership fee is, therefore, used for extending the usefulness of the associations. With hearty coöperation all along the line, the work such an association can accomplish is of immense value. No individual can speak with such force as a representative of such a body of men as the live stock breeders of this state. In matters of legislation, in obtaining just rates of transportation, in disseminating information of value and encouraging the breeding of better and more profitable stock, such an association has a large field for work, which, if well done, will repay a hundred fold all the time and money expended. Last, but not least, the annual meetings of these and kindred associations will be an educational force far-reaching in influence. They will bring together the most enterprising and intelligent stock breeders of the state,—a body of men as intelligent, progressive and successful as the foremost business men of the cities,—men whose records as public-spirited and honorable citizens are unequalled by any other class. With such men in attendance, the off-hand interchange of experience is valuable, but in addition to discussions, papers on practical subjects, from the best stockmen of this and other states, would prove of the greatest interest. No man is so wise or so experienced that he cannot learn from others, and to the younger men especially such meetings will afford an opportunity to gather points and suggestions of the greatest value. Besides these practical advantages such meetings inspire all, both old and young, with higher ideas of the dignity of the calling of the farmer and breeder, which, in comparison with others, has

never been more inviting to young men than now. These associations are for the benefit of small as well as large breeders of horses, cattle (beef and dairy), sheep, swine, poultry, bees, etc. Their purpose is to encourage improvement in quality and types, and to facilitate sales or exchanges, and to convince doubters that Minnesota now has as good stock as is to be found in any state. From time to time each member will be furnished a list of all other members, with postoffice address and the classes of stock bred by each; making a complete directory of stock breeders who are members of this association. All members are invited to make suggestions, to call attention to any matter of interest, and especially to report any difficulties that meet stock breeders in any locality. Such communications will receive prompt attention.

It is a fact much to be regretted that improvement in live stock has not been general on the farms of Minnesota. It is a difficult matter now, at this time, to find in any county of the state a carload of good grade beef cattle, or grade dairy cows bred up to a profitable standard. The same is true of swine and sheep. And yet Minnesota has for years been the home of the finest beef and dairy cattle and the best horses in the United States, if not in the world. From the day when Colonel King brought his great herd of Shorthorns from Minnesota to the Chicago World's Fair, where the highest awards or Shorthorns and Guernsey cattle and Clydesdale horses came to this state, good sires have been for sale at modest prices, and if they had been used as a wise business policy dictated, no state in the Union would now have better grades of live stock. The reluctance of the average farmer to invest his money in good sires is due to his lack of faith in results and his impression that the breeder of pure bred stock is a fancy and not a practical farmer, whose sole object is to make money by the sale of his stock at fancy prices. If these associations of breeders, by coöperation with each other and kindred interests, can remove this prejudice, and induce the farmer in his own interest to breed better stock, they will accomplish a work of vast importance to the state and its entire population. Associations organized for such a purpose deserve, and it is believed will receive, a cordial support as soon as their purpose and plans become known and understood.

A. G. WILCOX,
Secretary.

THE FORESTRY EXHIBIT.

A PLEA FOR THE TREES.

The forestry exhibit at the state fairs since 1894 is the same that was erected in the forestry building at the World's Columbian Exposition in Jackson Park, Chicago, Ill. When the great fair closed in the fall of 1893, our State World's Fair Commissioners donated the exhibit to our forestry association as trustees for this state property. Said commissioners had it reërected, under the superintendence of the writer of this, in the south wing of the main building on the state fair grounds, where it was on exhibition the two succeeding fairs, drawing great crowds to study its practical lessons and artistic beauty. In the summer of 1896 the board of the state agricultural society found it necessary to construct a new floor for this wing. It was then taken down, removed into the annex to the grand stand, and, by the writer, again reërected in a more substantial manner than ever, preserving all its essentially original features. Having ample room in the rear of that large, airy room, conspicuous among the exhibits of the Northwestern States, it is to be hoped that our forestry exhibit from the World's Fair, so well preserved, will there remain in its entirety, historic, artistic, instructive to the thousands that inspect it. It is certain to augment in value and beauty as the years come and go, for the board has already decided to utilize the annex for a Northwestern museum, to consist of a display of accumulating

wood and herbarium specimens, of soils and cereals, minerals and metals of commercial value, gathered from various parts of Minnesota and other states; also, entomological and ornithological and historic exhibits; the whole readorned at each annual fair with new and attractive displays from the Northwest. It cannot, of course, be expected that this state museum will grow suddenly into its crowning excellence, but grow in magnitude from year to year as fast as the money in hand and donations from patriotic citizens may warrant. It can be foreseen that such a museum will be a perpetual credit to the state and be a special attraction and instruction at our annual fairs.

RURAL ORNAMENTATION OF THE FAIR GROUNDS.

As it is my line of official work, I may be allowed to suggest that certain unoccupied areas of the fair grounds be utilized for forestal purposes. Why not? To the moral credit of the board be it said, that all species of gambling at the fairs have been sternly prohibited. Now go farther. Bring to bear the healthful and refining influences of trees, fountains and floral walks to serve as resting retreats for the thousands who would come hither, not only during the fair, but during the summer months. It certainly is feasibly practical to thus make the fair grounds a link in the chain of parks for all who seek recreation and study amid the beautiful of nature in art.

A TREE-CRESTED BOULEVARD FOR THE PEOPLE.

When the park enterprise is consummated, we may reasonably look for a magnificent boulevard between St. Paul and Minneapolis, with its detours connecting with the lakes and parks around them, central in which will be the State Fair Park and Northwestern Museum. These evolutional developments attained, the park system of the Twin Cities will excel all others in the country. Let Minnesota improve her opportunity and be, as her locality in the continent justifies, the central figure in the galaxy of rural stars.

FORESTRY AT LARGE.

A deep interest has at last been evoked for practical forestry. The long years of battling for the trees now foregleam a victory. The few stalwarts who have paved the way by agitations and sacrifices are not alone as heretofore. The press, the pulpit, the school, the horticultural society as from the beginning, the lumber fraternity, the legislature, the board of public health, the experiment station, and many other institutional forces are a unit in demand, not only for the practical preservation of our native forests but for the planting of new forests on the waste and non-agricultural places of the state. When the state agricultural society was in its infancy, it specially emphasized the absolute necessity of extensive tree planting, and has never lost its interest in this direction. It seems superfluous to say that forestry and agriculture are inseparable factors. The life and success of the agricultural and like societies hinge upon good crops and good stock, and these, to a great extent, hinge upon forestry.

"No culture without forests;
No forests without culture."

WATER FOR OUR AGRICULTURE.

Nothing is plainer than that there can be no agriculture without water. We have the right quality of soil, but not the water in distributive proportions adequate to our necessities. The average annual precipitation in the state is estimated at twenty-five inches. This is considered ample for successful agriculture were it economically conserved and applied. We need all the water that comes to us from the clouds and under-ground chambers. We cannot afford the loss of a single drop. The demand for water is constantly augmenting. It is obvious that, fast as the virgin soil is put under the plow for high cultivation, the rainfall is greedily absorbed by the mealy soil, instead of running off in the grass-matted surface, as formerly, into the lakes and rivers. This inevitable change in water distribution partly accounts for the slow but sure drying up of these natural inducts so replete when the

state was first settling by sturdy farmers. For the sake of agriculture we can indeed rejoice in that the rainfall can be greatly held in the soil to feed the roots of our food-supplying plants, leaving what is not thus appropriated to find the general underground water level that feeds the living springs; but it is sad to contemplate the fact that what is gained for the farm and garden is lost for the river and lake. And in the general alarm at such loss, the question is everywhere mooted, What can be done practically to restore and retain the normal flow of our streams, on which our mills, our inland navigation, our towns and cities, our agriculture to a large extent are so dependent? We must expect that such water courses as are maintained entirely by the inflow from land surfaces must eventually become extinct in cultivated regions, but where they are fed by living springs, forest protected against the disasters of long-continued drouths and against being forced by the hard surface crust which such drouths produce to change their outflow into other and far-away channels, it is practically in our power to preserve and perpetuate in normal condition, at least, our spring-fed rivers and lakes. It is plain if we conserve their courses so as to forestall the water waste and damaging floods, and distribute water when and where most needed, we are masters of the situation, and our agriculture and its correlative industries are as secure to us as irrigational water from the melting snows of the Rockies to the now luxuriant valleys among them.

MAY NOT OUR RESERVOIR SYSTEM FAIL US?

Our artificial reservoir system, projected under the auspices of the national government, is a great factor of such mastery, but it is secondary, being dependent on the spring-feeders and quantity of precipitation. If we do not conserve these supply sources, our chain of reservoirs fail to help us in the season of absolute need. All our artifices of water economy are positively futile unless we consult and obey the laws of natural meteorology. As a rule, why is the forest ground moister than that of the open prairie? Why is the air there generally more humid? Why does it take longer for the snow to melt in the forest than in the open? Why does the forest check and often prevent a flood? Simply because the compactness of the trees constitutes a protecting mantle against too rapid evaporation; because the leaf-covered floor of the forest, rescued thus from baking into a hard crust, has its capillary mouths open to let the water down into the underground chambers and pockets, saturating all the intervening strata, which reserved water flows out in the drier season into rivers and lakes; because the vast mats of roots, sticks and stones and leaves packed in their chinks are so many little dams that keep the water back from flooding away. This is Nature's art of economy, and no artifice of ours can excel or equal it. How foolish on our part to rip up her perfect system by destroying the forests whence, all our chief blessings come, for thereby we make a famine of water and of food!

FORESTRY THE SOLVENT OF THE WATER QUESTION.

Seeking, as we all do, the normal restoration of our river and lake system and its immeasurable benefits, there is only one course to pursue—save forests, build forests, promote the lumber industry by a method of timber cutting that allows a reproduction of the forests, as has been done for more than a century in parts of Europe. We surely can afford this practical economy that returns a compound interest to the lumber operators and the people at large. Rapid destruction of the forests, with no effort to replenish their waste places with growing trees, all to get rich in haste, is a lumbering and farming suicide. Remember what the forests are doing for us. They manufacture the soil for agriculture. In the dry season they humidize the atmosphere incipient to precipitation. They electro-chemically generate moisture from the gases, the same as animal lungs do. They stay the flood and the drouth. They cool the air in summer and apparently warm the air in winter. They store up the heat rays and food elements extracted from water and decaying minerals to supply us with fuel and means of shelter. Lifting high their clumps of trees, they break and soften our cold and hot winds, protect our crops and stock and homes, adding at least twenty-five per cent of gain to our harvests. In short, their blessings are too many to invoice. Think of

them, study them, and then awake to the saving of trees, to the planting of trees along all our river courses, on every farm, in every side street, on every sterile and waste acre in the state.

FORESTS FOR THE PEOPLE'S HEALTH.

One of the chief benefits of the forest is its health-giving influence. Every spring much of the winter's precipitation runs to waste, often in the form of damaging floods. The wide-spreading flowage carries the animal and vegetable rot and other disease-breeding impurities, lying on the ground, into the regular courses, sweeping them down to our towns and cities, and what have the people by way of water? Of course, it is more or less impregnated with garbage of every description, poisoned by bacteria, despite the usual methods of cleansing it, a pestilential condition which medicine fails to master. The drouth that complements the flood is equally if not more dangerous to public health. The stagnant pools and slower flow of the water in drouth times are the breeding places of malaria, poisoning the air we breathe, and the blood in our arteries and veins holds the nasty stuff in solution till our bodies are the habitations of fevers and consumption. Bad water is killing little children; all suffer that use it. As before shown, if we develop forestry on a scale commensurate with our needs and necessities, the ill-effects of floods and reactionary drouths are reduced at least to a minimum. Such forestry allows Nature to operate her own method of filtering and purifying water, preventative of "filthy communications." As it percolates down into the beds of sand, gravel and porous rock, the impurities from the air and land surface are filtered out. Such water gushes up clean and pure, to bless man and beast, bird and fish, and all things that live. Without pure water we cannot have wholesome dairy products, nor healthy aliment in our vegetable and meat products. There is no duty, then, so considerate and pressing as the prevention of the continued pollution of our water courses. To discharge this personal and public duty substantially and effectively, we must promote forestry in every needful locality and thereby promote the agricultural wealth and the health of the people.

J. O. BARRETT,

Secretary of the State Forestry Association.

THE MINNESOTA BEEKEEPERS' ASSOCIATION.

The following are the officers and members of this association for the year ending January, 1897:

President—J. P. West, Hastings.

Vice Presidents—C. Theilmann, First Congressional District, Theilmanton; Mrs. J. B. Livingston, Second Congressional District, Center Chain; George Perry, Third Congressional District, Farmington; H. C. Acklin, Fourth Congressional district, 1024 Mississippi street, St. Paul; Wm. Urie, Fifth Congressional District, 2520 Bryant avenue, Minneapolis; J. L. Gray, Sixth Congressional District, St. Cloud; J. M. Doudna, Seventh Congressional District, Alexandria.

Treasurer—L. E. Day, Clinton Falls.

Secretary—Dr. E. R. Jaques, Crystal.

Members—John Murray, Excelsior; B. Taylor, Forestville; W. H. Putnam, River Falls, Wis.; H. L. F. Witte, 629 Fifth street north, Minneapolis; John Turnbull, La Crescent; W. H. Stahmann, Weaver; Miss Kate Howe, Kellogg; P. Howe, Kellogg; George Hart, Hagar City, Wis.; J. C. Pope, Mora; D. B. Messer, Plainview; E. R. Pond, Bloomington; John M. Seiler, Chanhassen; Wm. Bright, Mazeppa; Frank Moeser, 1320 West avenue, Minneapolis; J. A. Howard, Hammond; Nelson Selover, Red Wing; Mrs. J. W. Blackwell, Alexandria; C. C. Aldrich, Morristown; N. P. Aspinwall, Harrison; H. J. Tingley, Stillwater; H. H. Heines, Lydia; J. A. Holmberg, 1147 Edgerton street, St. Paul; F. C. Erkel, Le Sueur; J. W. Thompson, Lester; Thos. Russell, Minnehaha Falls; Wm. Danforth, Red Wing; Dr. L. D. Leonard, Syndicate block, Minneapolis.

Honorary Members—Mrs. George Hart, Hagar City, Wis.; Mrs. A. A. Kenndy, Hutchinson; Mrs. J. McClane, Lake Harriet.

This association was organized and constitution and by-laws adopted Jan. 21, 1891, at Minneapolis. Some few beekeepers had met and attempted to organize previous to this time, but the organization was not perfected until Jan. 21, 1891.

The association has met annually since at or about the same time that the State Horticultural Society convenes, as many of the members are interested in the cultivation of small fruits and apples.

The object of the society is the promotion of scientific bee culture. All questions concerning the present and future interests of the industry of bee keeping are presented and discussed at its annual meetings. These interests are presented and questions answered by the advanced and successful beekeeper, as the society contains the most successful apiarists in the state. The importance and necessity of having bees for fertilization and cross pollination are thoroughly presented at these meetings. Professor Bailey of the Cornell University says: "Bees are much more efficient agents of pollination than wind in our fruits, and their absence is always deleterious." Mr. Morton Waite of the Division of Vegetable Pathology of the Department of Agriculture says (speaking of apples) that many varieties require cross pollination, and the pollen must be from different varieties, and that bees are great agents in accomplishing this desired end, and be sure they are different bees in the neighborhood to visit the blossoms properly.

Mr. A. C. Berry, horticulturist commissioner of Tulare county, California, has an orchard of 440 acres, and he says bees and fruit go together. "I cannot raise fruit without bees." The same is true of clover and small fruits. Beekeeping at once becomes an important subject to every farmer and horticulturist in the state. The time has come in beekeeping, as in all branches of farming, when the average beekeeper is not in it, and in order to reach the highest degree of perfection, and success in the art of producing fine honey one must be a member of this association and learn from the skilled and successful apiarist the advanced methods which have put him in the front ranks. The association in its labors is putting those who attend its meetings in touch with all the aids and skilled methods known among the successful apiarists of the state. It is like the farmers' institutes. No farmer can afford to stay away from them. If he does he will soon find himself in the rut where farming does not pay. The society has already created an interest in beekeeping, and this interest is being more carefully looked after. In 1893 through its active efforts a law was passed to prevent adulteration, and to punish the dishonest person who should insist on selling a spurious article. (See General Laws of 1893, chapter 21.) The society was also instrumental in having a law for stamping out and destroying "foul brood" introduced at the last session of the legislature. It was unanimously recommended to pass by the committee to which it was referred, but it was late in the session when it reached the committee of the whole, and failed to pass for want of time. The society has also taken a great interest in the department at the state fair, and the department has become one of the best and most interesting at the state fair. It has become an educator. There are object lessons to be seen in this department at the fair which convinces every beekeeper who sees the exhibit that only the best are worthy of production. The result is that honey (comb and extracted) is being produced and put on the market in a neat and attractive package. It is the slipshod and careless beekeeper who injures the market with untidy and dirty packages. The manner and the best way of getting honey on the market in the most attractive style and form has always been a subject at the annual meetings of the society, and is presented by the bright, intelligent, and successful apiarists who are members of the society, and there are none better anywhere. Minnesota is a good honey producing state. The honey is fine and of excellent flavor. The opportunities are great for those who wish to engage in the business, aside from those localities where the bees are needed for the benefit of fruits.

Any information desired will be cheerfully given by Dr. E. R. Jaques, secretary, Crystal, Minn., or J. P. West, president, Hastings. It costs one dollar to join the society; annual dues, fifty cents.

ANNUAL REPORT

OF THE

RAILROAD WAREHOUSE COMMISSION

OF

MINNESOTA

TO THE GOVERNOR.

FOR THE YEAR ENDING NOVEMBER 30, 1896.

ST. PAUL, MINN.
THE PIONEER PRESS COMPANY
STATE PRINTERS.
1896.

STATE OF MINNESOTA.

OFFICE OF THE RAILROAD AND WAREHOUSE COMMISSION.

ST. PAUL, Dec. 2, 1896.

To the Honorable D. M. Clough, Governor of Minnesota,

SIR: Pursuant to the requirements of section 18 of chapter 10, General Laws of 1887, the Railroad and Warehouse Commission has the honor herewith to submit a report of the doings of the commission for the year ending Nov. 30, 1896, with such facts, statements and explanations as will disclose the actual workings of the system of railroad transportation in its bearings upon the business and prosperity of the people of the state, and such suggestions in relation thereto as seem appropriate to the commission.

Very respectfully, your obedient servants,

IRA B. MILLS,
GEO. L. BECKER,
NATHAN KINGSLEY,
Commissioners.

A. K. TEISBERG,
Secretary

ANNUAL REPORT
OF THE
RAILROAD AND WAREHOUSE COMMISSION
OF THE
STATE OF MINNESOTA, 1896.

RAILROAD MILEAGE IN MINNESOTA.

There is practically no increase in the railroad mileage of this state to be recorded this year. The total number of miles of main line and branches of road operated in Minnesota on June 30, 1896, was 5,991.31, an increase in the aggregate of fifty-three hundredths of a mile over the previous year. There was an increase in the mileage of the Duluth, Missabe & Northern road of 6.70 miles, but a decrease of 4.90 in the mileage of the Northern Pacific and 1.30 in the mileage of the Winona & Western. In the Great Northern mileage there is an increase of .03 miles.

Since June 30th, however, there has been a line completed from Winthrop to New Ulm, about nineteen miles, operated by the Minneapolis & St. Louis road, and another line, or extension, built by the Great Northern road from Halsted to Crookston, 32.40 miles. These two lines are not included in the mileage covered by this report, but will appear in the next.

GROSS EARNINGS FROM OPERATION.

The total amount of gross earnings from operation in Minnesota for the year ending June 30, 1896, was \$39,398,128; for the previous year the gross earnings were \$30,952,220, showing an increase for 1896 of \$8,445,908, or 27.28 per cent.

FREIGHT EARNINGS.

The total freight revenue for the year 1896 was \$31,314,098; for the previous year the same was \$23,767,893, showing an increase of \$7,546,205, or 31.75 per cent.

PASSENGER REVENUE.

The total passenger revenue for 1896 was \$5,806,209; for the previous year the same was \$5,000,334, showing an increase of \$805,875, or 16.11 per cent.

MISCELLANEOUS EARNINGS.

The total miscellaneous earnings, being the earnings from express, mail, extra baggage, station privileges, stock yards, elevators, switching, car mileage, etc., for 1896 were \$2,277,821; for the previous year the same were \$2,183,993, showing an increase of \$93,828.

OPERATING EXPENSES.

The total proportional operating expenses for Minnesota, as reported by the companies for the year ending June 30, 1896, were \$20,544,124; for the previous year the same were \$17,279,925, showing an increase for 1896 of \$3,264,199, or 19 per cent.

It will be noted by examining the reports of the several companies that some of them have apportioned operating expenses to Minnesota on road mileage basis, while others have employed the more correct basis of train mileage.

The average percentage of operating expenses to gross earnings for 1896 was 47.48 per cent.

NET INCOME.

The net income (exclusive of taxes) of the roads from Minnesota business for 1896 was \$18,854,004; for the previous year it was \$13,672,295, showing an increase of \$5,181,709, or 37.9 per cent.

TONS OF FREIGHT MOVED AND AVERAGE RATE.

The total number of tons of freight moved by the respective roads operating in Minnesota, for the entire line, the average distance hauled and the average rate per ton per mile for each road were as follows:

NAME OF ROAD.	Number of Tons.	Distance, Miles.	Rate Per Ton Per Mile.
Brainerd & Northern Minnesota.....	523, 191	46.95	.835
Burlington, Cedar Rapids & Northern.....	1, 988, 889	165.19	1.150
Chicago, Burlington & Northern.....	1, 046, 420	256.54	.612
Chicago, Milwaukee & St. Paul.....	12, 210, 055	195.06	1.003
Chicago & North-Western.....	17, 274, 779	140.00	1.02
Chicago, St. Paul, Minneapolis & Omaha.....	3, 405, 769	153.40	1.127
Chicago Great Western.....	1, 376, 579		
Duluth, Missabe & Northern.....	2, 337, 638	74.20	.999
Duluth, Mississippi River & Northern.....	542, 158	26.06	.973
Duluth, Red Wing & Southern.....	95, 752	18.00	3.50
Duluth & Winnipeg.....	803, 013	68.49	1.024
Duluth & Iron Range.....	2, 685, 052	71.20	1.146
Eastern Railway of Minnesota.....	2, 592, 598	85.40	.762
Great Northern and Willmar & Sioux Falls.....	3, 549, 969	337.60	1.019
Minneapolis & St. Louis.....	1, 194, 819	95.00	1.328
Minneapolis, St. Paul & Sault Ste. Marie.....	2, 067, 979	229.99	.633
Northern Pacific.....	4, 247, 524	307.10	1.135
St. Paul & Duluth.....	1, 137, 012	111.80	.919
Wisconsin Central.....	2, 882, 275	124.33	.891
Wisconsin, Minnesota & Pacific.....	278, 145	40.00	2.188
Winona & Western.....	139, 303	56.00	1.44
Total tons.....	61, 919, 869		

Several of the most important roads in the state fail to give the number of tons hauled, rate per ton per mile, etc., by state lines, so it is impossible to make a comparison of business in this state in this particular.

PASSENGER TRAFFIC.

The total number of passengers carried in Minnesota (exclusive of those carried by the Chicago, Milwaukee & St. Paul and the Chicago Great Western roads, which do not report this item) was 4,293,395; the passenger mileage, or passengers carried one mile, was 182,749,750; the average distance traveled was 42.52 miles. The average rate per passenger per mile for each road is given in Table VII. of this report; the rate is about the same as last year.

ACCRUED INTEREST.

The amount of interest accrued on funded debt of all the railroads reporting in Minnesota, for entire line, for the year ending June 30, 1896, was \$29,561,799; the amount of interest accrued on current liabilities was \$363,739. The amount of interest accrued on funded debt for the previous year was \$29,382,321, showing an increase of \$169,478 for 1896; the amount of accrued interest on current liabilities for the previous year was \$443,397, thus showing a decrease in this item for 1896 of \$79,658.

RENTALS PAID.

The amount of rentals paid for use of the tracks and terminals of other companies by the roads reporting was \$6,974,491 for 1896. For the previous year the same was \$7,352,062, thus showing a decrease for 1896 of \$377,571.

DIVIDENDS PAID.

The total amount of dividends paid during the year ending June 30, 1896, by the railroads operating in Minnesota, for entire line, was \$10,332,658; for the previous year the dividends paid amounted to \$7,928,094, thus showing an increase for 1896 of \$2,404,564. The \$470,490 included herein as dividend paid by the Chicago Great Western Railway is called in the report "Guaranteed interest on four per cent debenture stock."

The following companies paid the above named dividends for 1896:

Burlington, Cedar Rapids & Northern, on common stock.....	\$192,500
Chicago, Milwaukee & St. Paul, on common stock.....	1,380,817
Chicago, Milwaukee & St. Paul, on preferred stock.....	1,846,313
Chicago & Northwestern, on common stock.....	1,953,082

Chicago & Northwestern, on preferred stock.....	1,563,975
Chicago, St. Paul, Minneapolis & Omaha, on preferred stock....	787,976
Chicago Great Western, on debenture stock.....	470,490
Duluth Terminal, on common stock.....	3,000
Eastern Railway of Minnesota, on common stock.....	400,000
Great Northern, on preferred stock.....	1,250,000
Minneapolis & St. Louis, on preferred stock.....	245,000
St. Paul & Duluth, on preferred stock.....	239,505

Total	\$10,332,658
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In addition to the above dividends paid by operating railroads, the following two companies, not operating their roads, paid dividends, as follows:

St. Paul, Minneapolis & Manitoba.....	\$1,200,000
St. Paul & Northern Pacific.....	420,000

TAXES.

The total amount of taxes on gross earnings of railroads in Minnesota for the year ending Dec. 31, 1895, certified by the commission to the state auditor, was \$1,009,224.40; for the previous year the taxes were \$840,109.45, showing an increase for 1895 over 1894 of \$169,114.92 in taxes. The gross earnings of the roads for the year ending Dec. 31, 1895, in Minnesota were \$36,218,978.53, being an increase over the previous year of \$5,745,612.53.

There is a controversy pending between the state and the Chicago Great Western Railway, in regard to the rate per cent of taxes that said road should pay, the state contending that after the road has been in operation for ten years the rate should be three per cent, while the company claim that the charter under which it was built fixed the rate at two per cent for all time. The case is in the hands of the attorney general of the state.

SURPLUS.

The following thirteen companies, operating railroads in Minnesota, report a surplus, after paying operating expenses, taxes, interest, rentals, and dividends, on June 30, 1896, including the surplus from previous years, for entire lines, as follows:

Brainerd & Northern Minnesota.....	\$57,926
Burlington, Cedar Rapids & Northern.....	2,248,782
Chicago, Milwaukee & St. Paul.....	7,663,868
Chicago & Northwestern.....	3,078,716
Chicago, St. Paul, Minneapolis & Omaha.....	3,040,075
Duluth, Missabe & Northern.....	9,163
Duluth, Red Wing & Southern.....	35,486
Duluth & Iron Range.....	2,351,872
Eastern Railway of Minnesota.....	1,435,631
Great Northern.....	4,250,233
Minneapolis & St. Louis.....	105,832
St. Paul & Duluth.....	135,030
Willmar & Sioux Falls.....	218,518

Total	\$24,631,132
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The total surplus for the previous year was \$24,103,524, showing an increase of \$527,608 over the previous year. The Chicago & Northwestern road has charged \$8,723,607 of its surplus to cost of road, and other companies have charged off less amounts in a similar way.

DEFICITS.

The following nine companies, operating railroads in Minnesota, report a deficit on June 30, 1896, including deficits from previous years, as follows:

Chicago, Burlington & Northern.....	\$1,627,060
Chicago Great Western.....	208,568
Duluth, Mississippi River & Northern.....	7,407
Duluth & Winnipeg.....	333,451
Minneapolis, St. Paul & Sault Ste. Marie.....	993,936
Minneapolis Eastern	31,443
Northern Pacific	2,187,078
Wisconsin Central	817,135
Winona & Western.....	102,023

Total	\$6,308,101
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The total deficit for 1895 was \$4,392,513, thus showing an increase for 1896 of \$1,915,588.

STOCK AND FUNDED DEBT.

The total amount of stock and funded debt of the railroads reporting to this office, for entire lines, for the year ending June 30, 1896, was \$1,093,879,267, viz.: stock, \$430,174,635, and funded debt outstanding, \$663,704,630. For 1895 the outstanding stock amounted to \$428,718,466 and the outstanding funded debt amounted to \$660,339,165, thus showing an increase in outstanding stock for 1896 of \$1,456,169, and of funded debt of \$3,365,465. (Current liabilities which were formerly taken into account as forming a part of the capitalization of the railroads, are not so treated now, but are treated in connection with current assets.)

The stock and bonds of the Great Northern Railway Company are not included in the above totals, for the reason that such capital does not represent investment in railroad, but in other properties. The St. Paul, Minneapolis & Manitoba Railway Company's stock and bonds represent the capitalization of the railroad operated by the Great Northern Railway Company in the above statement.

The average amount of stock and bonds per mile is \$40,470, and the total proportional amount for Minnesota is \$242,655,834.

ACCIDENTS TO PERSONS.

The total number of passengers killed in Minnesota in 1896 was 3, and injured in railway accidents 111; in 1895 3 were

killed and 36 injured. Of trainmen 23 were killed in 1896 and 163 were injured; in 1895 15 were killed and 170 injured. Of switchmen, flagmen, and watchmen 10 were killed and 47 injured in 1896, while in 1895 12 were killed and 90 were injured. Of other employes 17 were killed and 212 injured in 1896, while in 1895 6 were killed and 128 injured. Of trespassers 62 were killed and 54 were injured in 1896; in 1895 58 were killed and 67 injured. Of others not trespassing, 10 were killed and 21 injured in 1896, while in 1895 8 were killed and 22 injured.

The total number of persons killed in 1896 was 125 and of injured 608. Last year the number killed was 102 and the number injured was 513.

OFFICERS, EMPLOYES, AND THEIR SALARIES.

Some of the railroads do not report the number of employes and officers by states, as many are employed in more than one state, and the general officers, of course, have a general supervision of the whole system. A statement of the number of officers and employes of the railroads by state lines is, therefore, necessarily only an approximation, and hence of little or no value.

The total number of officers and employes of all the railroads operating in Minnesota, for the entire line, for 1896 was 88,467; their annual compensation was \$49,801,876, or an average for each of \$563 per year.

The total number so employed last year by the same roads was 74,955, with an annual compensation of \$44,593,941, or an average of \$594 per year. It thus appears that 13,512 more men were employed by said railroads in 1896 than in 1895, owing, of course, to the increase of business.

WORK OF THE COMMISSION.

During the year ending Nov. 30, 1896, there has been but one formal complaint made to the commission which involved a hearing, the taking of testimony and an official order of the commission. This was the complaint made by Hon. J. F. Jacobson against the Willmar & Sioux Falls Railway Company and the Wisconsin, Minnesota & Pacific Railroad Company. The object of the complaint was to secure a transfer track at the crossing of said roads at Hanley Falls, and it is based upon chapter 91 of the General Laws of 1895. The decision and order of the commission is given elsewhere in this report.

From this decision and order the companies interested have appealed to the district court. It is contended upon the part of

the railroad companies that the act referred to is in violation of their chartered rights and that the same is unconstitutional and therefore void.

On the part of the complainant nine witnesses were examined. On the part of the defendant companies no testimony was offered, nor was any argument made. The order of the commission was based upon the case as presented by the complainant.

The appeal, when it comes to be heard in the district court, involves the necessity and expense of taking over again all the testimony offered at the hearing before the commission, and such other evidence as the defendant companies may conclude to produce.

This is another instance of the imperfection of our laws with reference to hearings before the commission. It is the opinion of the commission that the procedure in the courts to enforce the orders of the commission should be based upon the pleadings and record of the testimony taken at the hearing before the commission. In such case the common carrier, opposing the complaint, would be compelled to disclose his case at the hearing before the commission. This would confine and limit the inquiry of the courts to the record of the testimony and pleadings actually made before the commission.

The present procedure to enforce the orders of the commission involves vexatious delays and great expense. The commission is of opinion that no injustice can be done the carriers by a provision of law that the case heard by the court upon application for the enforcement of the commission's orders should be the case, and the only case, which the parties chose to make in the first instance before the commission. The parties to a complaint heard by the commission should be compelled to make their whole case at the first and original hearing, and not be allowed to make a new and different case before the court, on an appeal, that has never been submitted to the commission before issuing the order sought by the proceedings in court to be enforced.

The commission which is directed by the statute to make an investigation and an order thereon should have the benefit of all the evidence upon which to base an order, that the court has when passing upon the validity of that order. Without this the aim of the law to create a speedy and economical remedy is made of no effect.

The Steenerson rate case, now pending in the supreme court of this state, is another illustration of the necessity for the proposed change. The case originally heard by the commission involved

the presence of many witnesses, summoned from widely separated portions of the state, at great expense, and a cost of no little time and labor. The commission based its order upon the record made before it. From this order the company appealed to the district court of Ramsey county. The witnesses were again summoned, and at least ten days were spent in hearing testimony. The district judge ruled against the order, and the case is now in the supreme court, testing the validity of an order made by the commission, not upon the record, testimony, and the pleadings made before the commission, but upon the record and testimony as it was submitted in the district court. In cases of appeal to the district court from the orders of the commission the case made before the commission is the case the court should pass upon with the purpose of determining whether the order made is reasonable, and not a case that may be made in the district court by showing that the order is not valid, or upon the basis of other grounds not presented to or considered by the commission.

The act of congress to regulate commerce between the states has the same course of procedure with reference to enforcing the orders of the interstate commission.

The interstate commerce commission have experienced in their administration the same difficulty as this commission herein calls attention to, and have recommended to congress an amendment to the federal law which will remedy the evil.

In our report for 1891 the commission made this reference to the general subject, viz.:

It is necessary often to repeat the fact that the commission is solely the creation of the statute; that it has no jurisdiction or powers except such as it is clothed with by law, and that it cannot act in any other manner than the law prescribes. It is without power to enforce its own orders or to punish their violation.

When the commission has exhausted its powers of persuasion in any given case with the managers of railways, and finds itself forced to proceed to the extremity of an order, which is disregarded and not obeyed, it is compelled to go to the courts of the state, who alone are authorized to give force and effect to such order.

This makes it necessary for the commission to make such a presentation of the facts in any given case to the court as will justify the order. The commission has not only to be satisfied itself that its order is proper and reasonable, but it must be in a position to satisfy the court of this, in a legal and proper way.

Hence, the necessity of using great care in the investigations which we are from time to time called upon to make.

Under the statute there are two kinds of orders which the commission may make; one, administrative orders, with reference to repairs upon roads, or additions to or changes in stations or station houses, or changes in modes of operating roads or conducting business so as to promote the security, convenience or accommodation of the public; these are orders under section 10 of the act of 1887, and may be made, after investigation based upon the complaint, or after inquiry, which the commission may make upon its own motion.

As the commission understands the decision of the supreme court in the so-called sleeping-car case, orders made by it under this section cannot be appealed from by the railroad companies. The commission, however, in case its orders under this section are not obeyed, must cause suits or proceedings to be instituted to enforce its orders. When it is compelled to do this, it follows that when suits and proceedings are instituted, the companies may interpose their defenses, and the commission then is in the position of any other litigant; it has got to make out a case, by legal and competent testimony, and must show to the court that its order is made within its jurisdiction, and that it is a reasonable and proper order.

It is manifest that a scheme of regulation which is attended by so much uncertainty and embarrassment in the enforcement thereof is not adequate to produce such results as will be effective or satisfactory to the public.

The carrier can ignore the findings and order of the commission, and wait for a new trial in the courts, in a proceeding to be instituted and carried on by the commission. Until the judgment of a court of last resort is pronounced the order does not become effective, and the delay caused by this substantially defeats the remedy. It is suggested that if the law could be so changed as to make the proceedings before the commission summary, and a finality so far as taking further testimony is concerned, leaving only questions of law for review at the instance of the aggrieved party, it would be in harmony with the spirit of the law and more effective for regulation and control.

The interstate commerce commission in its last annual report, referring to this subject, comments as follows:

"When, however, the questions passed upon by the commission are purely administrative, it seems plain that the conclusions should be a finality, even though their enforcement may require judicial aid. It is neither consistent with the ordinary jurisdiction of courts that they should take up questions for original consideration when they are purely administrative, nor could their doing so be made to harmonize with the purpose of the law. Indeed if the courts might be appealed to to consider the question anew the very delay that must attend a contest over them in the courts would almost necessarily be such as to make any attempt to enforce the law of very little value; the proposition, therefore, that administrative decisions should carry no more than *prima facie* authority is as mischievous in practice as it is erroneous in principle."

The other orders which may be made by the commission, are under section 13 of the act of 1887, and are orders affecting the revenues of the railroad companies.

The supreme court of the United States in the so-called milk rate case has held that these orders can only be made after a hearing by the commission, of which both parties shall have due notice, and the orders so made by the commission are appealable from by the companies themselves.

In such case the commission is also called upon to justify in court its order by legal and competent testimony. The burthen is thrown upon the commission. It must know definitely what it can prove and by whom, who the witnesses are, where they reside, and what they will testify to.

The statute, too (section 13), contemplates a complaint made to the commission. This is a prerequisite, and is the basis upon which the commission acts.

It is a common criticism of the commission, often made by those who are not familiar with the laws, that in such cases the commission will not move without a complaint. Our view of the law is, that we cannot act unless complaint is filed as this statute requires.

It is interesting and of practical importance to note here a decided difference between the interstate commerce act and the act under which this commission is organized, with reference to the power and authority of the commission, to move of its own motion and without complaint in cases similar, under section 13 of our act.

Section 13 of the interstate commerce act contains the following clause: "Said commission * * * may institute any inquiry of its own motion in the same manner and to the same effect as though complaint had been made."

The first part of section 13 of our own state act is identical, word for word, with but a single exception, with section 13 of the interstate commerce act, but the paragraph above quoted from the congressional act giving the commission power "to institute an inquiry upon its own motion" is omitted altogether from our state act.

Whether this omission was accidental or designed the commission has no means of determining, but the omission is significant, and in our opinion limits our jurisdiction in such cases to instances where complaint is made as specified by the law.

The law defining the powers and authority of the commission, both in respect to administrative and judicial orders, has very carefully defined and circumscribed our action; and much of the criticism devoted to the commission and its action under the law would more properly be devoted to the law itself.

The commission is led to make these remarks for public consideration and discussion, and not from any disposition to find fault with the law itself or with the remarks which are frequently made with reference to our action under the law.

It is not to be supposed that such a law in its first inception should be at all perfect, or that in its workings it should meet the just expectations of those who framed it; but in process of time, through the actual experience which comes from practical administration, we shall be able to remedy defects that are found to exist, and enact amendments that will perfect and complete that state control and restraint of common carriers which the law was framed to secure.

We are of opinion that the procedure by the courts to enforce orders of the commission should be confined to the record made up of the pleadings and testimony taken before the commission, and that the order of the commission should be enforced by the courts unless it is made to appear affirmatively from the record made before the commission that some material error prejudicial to the carrier has been committed.

With this report is the draft of an amendment to the general railroad law of the state (section 22) which is intended to give effect to the views herein expressed. The commission earnestly recommend the adoption of this amendment.

There are a number of points, like Hanley Falls, where railroads in this state intersect each other, where similar transfer facilities are demanded. The commission in such cases has advised delay in formulating complaints until such time as the Hanley Falls case shall have been finally adjudicated by the courts.

There has been the usual number of informal complaints, inquiries, petitions, and requests during the year, all of which have been attended to by the commission, and for the most part with satisfactory results. These have embraced the relative equality of rates and fares to and from points similarly situated on different lines of the same road; the erection of loading platforms; the erection of depot buildings and better depot facilities where station houses are already built; the stoppage of passenger trains at certain points not provided for by the time schedule; the meet-

ing of passenger trains at junction points; spur tracks to mills and other industries located adjacent to the right of way; inquiries as how to obtain sites on right of way for elevators and warehouses, and many other subjects which are of common interest alike to the people of the state in their dealings with transportation companies. These cases are very numerous, are varied in character, and experience shows that they require the intervention of a governmental authority, which the commission really is.

The commission has also done what it could to bring about the uniform classification of freights. This can only be effected by congressional authority. At the last meeting of the railroad commissioners of the several states, held at Washington in May, 1896, the following report upon this subject was made by a member of this commission, who was chairman of the committee appointed by the convention to consider the question of uniform classification. The report of this committee is as follows:

Your committee on uniform classification of freight beg leave to report:

For a history of the work of the committee, up to and including the date of the last annual convention, we respectfully refer to the report of 1894, found on pages 34 and 35, and to the report of 1895, found on pages 39, 40 and 41, of the proceedings of the convention for said respective years.

In accordance with the resolution adopted by the last convention, your committee invited the different traffic associations of the United States and Canada to attend a conference with the committee in New York on Oct. 23, 1895, for the purpose of discussing the subject of uniform classification and for devising some means for its accomplishment.

There were present at the meeting Hon. M. A. Knapp and Hon. J. C. Clements, of the interstate commerce commission; Mr. A. C. Bird, freight traffic manager of the Chicago, Milwaukee & St. Paul Railway Company; Mr. J. M. Johnson, chairman of the committee of the Western Freight Association and general freight agent of the Chicago, Rock Island & Pacific Railway Company; Mr. H. B. Chamberlin, general freight agent of the New York, Lake Erie & Western Railroad, representing the Trunk Line Association; Mr. W. B. Hamblin, assistant general freight agent of the Chicago, Burlington & Quincy Railroad Company, and Mr. John Earls, chairman of the Canadian joint freight classification committee, and three members of your committee—Messrs. Billings, Bulkley, and Mills.

All the gentlemen present agreed that, for both the carrier and general public, a uniform classification of freight was desirable; in fact, the necessity and desirability of such classification has been recognized by the carriers ever since the enactment of the interstate commerce law. The several traffic associations of the United States, viz., New England Freight Association, Western Freight Association, Mississippi Valley Railroads, Trunk Line Association, Southern Railway and Steamship Association, the Trans-Missouri Association, and the Southern Interstate Association, as early as 1888 appointed a committee, consisting of three members from each association, to formulate a uniform classification.

This committee held several meetings, and after giving the subject careful and earnest consideration agreed upon a classification and reported the same to the different associations for approval and adoption. It was approved and adopted by some of the associations, while at least one withheld its approval, and for that reason it never went into effect. There was no law compelling the adoption of the classification by any of the associations or the roads belonging to such associations. Any one road, by dissenting, could defeat the whole

scheme, and the same difficulty will be encountered in any attempt to arrive at uniformity by voluntary agreement of the carriers, and it is the opinion of your committee that unless uniform classification of freight is secured within a reasonable time by the voluntary action of the railroads themselves, the necessary legislation should be asked of congress requiring its adoption.

One of the difficulties standing in the way of universal uniformity is the power of the different states to regulate the classification for state shipments. At the request of some of the gentlemen present at the New York meeting, the chairman of your committee addressed a circular letter to the different state commissions requesting their opinion as to the action of their states on the subject if a classification was agreed upon by the companies or made by the interstate commerce commission by authority of congress.

From twenty-two out of twenty-eight states having commissions, replies have been received, copies of which are filed herewith and made part of this report. Eighteen expressed themselves in favor of uniform classification and the expediency of immediate action by congress upon the subject; four are non-committal, mainly for the reason that their commissions have no power upon the subject of rates or classification.

It would seem from this correspondence that a just and reasonable classification, carefully guarding the interests of all sections of the country, such as would undoubtedly be made by the interstate commerce commission if the subject were intrusted to them for adjustment, would soon be approved by all state authorities.

In their last report to congress the interstate commerce commission recommended that that body take some action looking toward the adoption of uniform classification, and the National Board of Trade, at their twenty-sixth annual meeting, held in Washington Jan. 28, 29, and 30, 1896, adopted a memorial to congress earnestly recommending the passage of a resolution requiring the interstate commerce commission to prepare and publish on or before Oct. 1, 1896, a classification of freight articles and rules and regulations and conditions for freight transportation, to be known as the "National Freight Classification." The memorial and resolution were introduced in the senate by Senator Cullom and referred to the committee on interstate commerce.

Each member of the committee has received from Mr. James Peabody a copy of his paper read at the convention of 1895, entitled "A scientific basis for making carriers' rate schedule." This paper is entitled to careful consideration by anybody having authority to make a classification, but your committee do not deem it within their province to determine upon what basis a classification should be made. We think it proper to leave that for the consideration of the interstate commerce commission, should congress instruct them to make such classification.

We therefore refrain from expressing any opinion upon what basis a classification should be made, excepting that two points should always be kept in mind: First, that equal justice should be done all shippers and discrimination prevented in every form; second, that the revenues of the companies should be preserved so that money honestly and judiciously invested will receive a proper return on investment.

Your committee respectfully submits the following resolution:

Resolved, That the national convention of railroad commissioners, recognizing the necessity of uniform classification of freight in the interests of both the commercial republic and the railroads, do respectfully recommend that the railroad companies of the United States, through their respective traffic associations, prepare a uniform classification for adoption by the interstate commerce commission, the various state railroad commissions, and the railroads themselves, and that in the event of the failure of the railroad companies to prepare and adopt such uniform classification within a reasonable time, the necessary legislation should be asked of congress requiring the adoption of a uniform classification of freight, and that the interstate commerce commission be charged with the duty of preparing and enforcing such classification.

Resolved, That the interstate commerce commission be respectfully requested to communicate from time to time with the various railroad interests with the view of forwarding the work; and that the said commission be re-

requested to present a suitable bill to congress in the event of a failure on the part of the railroads to prepare and adopt a uniform classification within a reasonable time.

IRA B. MILLS,
S. R. BILLINGS,
WM. KIRKBY,
H. D. BULKLEY.

A few days subsequent to the adoption of this report, the senate committee on interstate commerce reported a bill requiring the interstate commerce commission to make a classification on or before the first day of March, 1897; for lack of time this was not acted upon by the senate.

The national convention of railroad commissioners and their committee on uniform classification deem it to be the best interest of both the common carriers and the shipping public, that a classification be made by a committee appointed by the carriers themselves, rather than to have one made by the interstate commerce commission, and wish by this means to urge upon the railroad companies the necessity of immediate action on their part looking toward an early adoption of the uniform classification of freight throughout the United States.

Very respectfully yours,
-IRA B. MILLS, Chairman.

The following resolution, prepared by a member of this commission, was adopted unanimously at the same convention. It refers to a bill then and now pending in congress to amend section 10 of the act to regulate commerce, by repealing the provision which makes any person violating its provisions liable to imprisonment in the penitentiary, in addition to the fines therein provided. The resolution was as follows:

The railroad commissioners of the different states in convention assembled at Washington, May 20, 1896, respectfully but earnestly protest against the change proposed to be made in the "act to regulate commerce," by amending section 10 of said act, as embodied in a bill for that purpose now pending in both houses of congress.

Discrimination in rates as to persons and places is beyond question the greatest evil in the railway management of the present day. To prevent and remedy this offense, more than anything else, was the purpose of the "act to regulate commerce," approved Feb. 4, 1887.

Although section 10 has been on the statute books for some years, it has only been given force and effect within a recent period by a decision of the supreme court of the United States.

It is far better, in the opinion of this convention, to give it a fair trial before changing its provisions.

Like bribery and other similar offenses, the practice of discrimination in rates is a crime against the commonwealth. It is, when committed, a crime in the railway official who is guilty of it. It is equally a crime on the part of the shipper who solicits and profits by it. Both parties merit and should receive the severest punishment known to the law.

It is our deliberate conviction that, if experience shows that the law as now framed is ineffectual and inoperative, greater and severer penalties should attach to the violation thereof.

We are opposed to any amendments to the interstate law until it be so amended as a whole that, under the light of recent decisions of the supreme court of the United States, the rights and interests of the people in general are properly safeguarded under it, the duties and responsibilities of the carriers are carefully fixed and defined in it, and the power and authority of the interstate commerce commission are properly established by it.

The officers of this convention are hereby directed to send copies of this resolution to the president of the senate and the speaker of the house, to the end that the same may be laid before each branch of congress.

At the same convention a report was made by the secretary of this commission, who was chairman of a special committee appointed to consider the subject of government ownership, control, and regulation of railways. This report is published in the report of the proceedings of the convention and is a comprehensive, exhaustive, and valuable document.

There is a defect in section 17 of our railroad law, relating to the filing of annual reports by the carriers subject to the act.

The duty of making such reports is enjoined by the statute, but it fails to prescribe a definite time within which they shall be filed and contains no penalties for neglect and failure in that regard. The fiscal year of the railroads in this state ends on June 30th, but many carriers delay their returns for an unreasonable time. This causes vexatious delay in the work of compilation, and prevents the commission from making its report at the time prescribed by law.

We recommend that section 17 be so amended as to require these reports to be filed with the commission on or before September 15th of each year, and that obedience to this requirement be enforced by adequate penalty for non-compliance. It would also be well to have some time limit placed upon the state printer, in order to secure more expeditious work on his part when the manuscript is placed in his hands for publication.

APPROPRIATIONS.

The regular annual appropriation for the uses of the commission is \$14,000 per annum. The legislature of 1895 made an additional appropriation of \$3,000 per annum, to enable the commission to more efficiently perform its work. This sum was expended for office rent, traveling expenses, postage, witness fees, stenographers, and other incidental expenses attendant upon the hearing of complaints before the commission.

The commission recommends a similar appropriation for its use for the years 1898 and 1899.

EXPRESS COMPANIES.

In our report for 1895 we made reference to the efforts of the commission to enforce the act to regulate express companies, approved March 19, 1895.

The companies operating the various express lines in this state neglected to comply with any of the provisions of said act, though repeatedly called upon to do so, and on the eighth day of August,

1895, the whole subject was referred by the commission to the attorney general, with a request that proceedings be commenced in court to compel the companies to obey the law.

A test case was thereupon commenced against the Adams Express Company in the district court of Ramsey county. Application was made for a writ of mandamus, which, after a hearing, and some delay, was allowed by the court. From this decision of the district court of Ramsey county the Adams Express Company appealed to the supreme court of the state. The appeal was argued in October, 1896, and a decision rendered by the supreme court sustaining the decision of the court below. We give herewith a copy of this decision, with a letter from the attorney general relating thereto. The commission expects at no distant date to compel, with the aid of the courts, obedience to this law.

REORGANIZATIONS OF RAILROAD COMPANIES.

During the year ending Nov. 30, 1896, the Northern Pacific Railroad Company, which went into receivership in 1893, was reorganized under the name of the Northern Pacific Railway Company. This reorganization was perfected during August last, so that the report of that company given in this report is made by the receivers. Mr. E. W. Winter, formerly general manager of the Chicago, St. Paul, Minneapolis & Omaha Railway Company, is the president of the reorganized company.

The Duluth & Winnipeg Railroad Company has also been reorganized during the past year, under the name of the Duluth, Superior & Western Railway Company, with Mr. W. F. Fitch of Marquette, Mich., as president; Mr. Fitch is also the general manager of the Duluth, South Shore & Atlantic railway.

At the present time there is no railroad in Minnesota operated by receivers.

CONCLUSION.

Attention is called to the reports, hereto appended, of the chief inspector of grain and the state weighmasters, which give a full and complete exhibit of the work done and the methods pursued by this department of the state service.

The commission desires to indorse and emphasize the recommendations of the chief inspector with reference to maintaining the efficiency of this branch of the public service.

The chairman of this commission for several years, Col. W. M. Liggett, resigned in the latter part of October, 1896, to accept the

position of dean of the state agricultural college of this state, and on November 16th Nathan Kingsley, Esq., of Austin, who had been appointed as his successor, entered upon his duties as railroad and warehouse commissioner. Judge Ira B. Mills was elected chairman of the commission.

The following correspondence explains itself:

St. Paul, Nov. 12, 1896.

To the Attorney General,

Sir: For the purpose of completing the annual report of the commission, we desire to obtain from you, at your earliest convenience, information as to the present status in each of the following cases, which are now pending in the courts, under your direction:

The Steenerson case,

The Adams Express Company case,

The Hanley Falls case.

If in either of these cases you have printed copies of any briefs prepared for the argument thereof, the commission would be obliged to you for a copy of the same for its use.

Yours very respectfully,

A. K. TEISBERG, Secretary.

St. Paul, Nov. 21, 1896.

Hon. A. K. Teisberg, Secretary Railroad and Warehouse Commission,

Dear Sir: I beg to acknowledge receipt of your communication of the 12th inst., in which you desire to be informed as to the status of the following cases: The Steenerson case, the Adams Express Company case, the Hanley Falls case.

The Steenerson case is now pending in the supreme court, to which an appeal was taken by the state from an order of the district court of Ramsey county denying a new trial. The case will be disposed of at the present term of court.

The Adams Express Company case is now pending in the supreme court, to which an appeal was taken by the express company from an order of the district court of Ramsey county retaining jurisdiction in the proceedings. Motion was made on behalf of the said company by its special appearance to set aside the service in the mandamus proceedings upon the agent of the company representing it in this state. The company is what is known as a joint stock association, partaking in its nature of a partnership, all the members of whom are non-residents of this state and represented herein by their agent as aforesaid. It was contended on the part of the company that, in view of the nature of the association, the courts of this state could not acquire jurisdiction over it by a service upon its agent. The state contended at the hearing that the legislature had expressly provided the manner of service and that the same was pursued. The district court sustained the position of the state and retained jurisdiction. From the order thus made an appeal was taken, as aforesaid, to the supreme court. The last named court has recently affirmed the decision of the district court in a well considered decision, and which will, no doubt, be decisive of the jurisdiction of your commission and of the courts in all matters touching public relation to individuals, partnerships, associations or corporations doing an express business in this state.

In the Hanley Falls case an appeal has been taken by the railroad companies to the district court of Lac qui Parle county, where the case is now pending. Arrangements are now being made with a view to a hearing at the approaching term of that court, which will begin in the present month. I trust that it may be disposed of so far as that court is concerned some time in December of the present year.

I am, very respectfully,

H. W. CHILDS, Attorney General.

DECISION OF THE SUPREME COURT OF MINNESOTA IN THE ADAMS EXPRESS COMPANY CASE.

State of Minnesota, Supreme Court, October Term, A. D. 1896.—No. 39.

State ex rel. The Railroad and Warehouse Commission, Respondent, vs. Adams Express Company, Appellant.

SYLLABUS.

1. That part of General Statutes 1894, section 399, which provides that the courts may direct the manner in which notice may be given to the common carrier proceeded against, is not violation of the constitutional provision which forbids the delegation of legislative powers to the judiciary. Nor have legislative powers been delegated in section 5979, which provides that the court or judge allowing a writ of mandamus shall direct the manner of serving the same.

2. The provision in section 399 which authorizes the court to direct service to be made upon the agents or servants of the carrier is not open to the objection that by such service an attempt is made to obtain jurisdiction over the carrier without due process of law.

3. At common law the courts have always possessed the right and authority to direct the manner of service of writs of mandamus, and with respect to service upon private corporations the rule has been that service should be made on the head officer or upon the select body, or person, within the corporation whose province it is to put in motion the machinery necessary to secure performance of the duty.

4. No reason exists why the rule above stated should not be applicable when service is to be made upon a joint stock association.

5. In the case at bar an alternative writ of mandamus was issued on the relation of the State Railroad and Warehouse Commission to compel the Adams Express Company, a non-resident joint stock association engaged in business in this state as a common carrier, to print and keep for public inspection schedules showing the classification, rates, fares and charges for the transportation of property of all kinds and classes, in force and charged by it in the state, and to file a copy of such schedule with the commission. When allowing the writ the court directed that service be made upon one J. W. Owen, general agent of the company. Service was actually made upon Owen, but upon the return day it was shown that he was not a general agent, but simply the local agent at St. Paul. No claim was made that the company had a general manager or general agent in this state or any officer or agent superior to Owen, and it clearly appeared that all of the officers named in the articles of association and all of the shareholders were non-residents of the state and not within its borders. Held, that the service was sufficient to confer jurisdiction upon the court issuing the writ to proceed with the hearing.

State of Minnesota, Supreme Court, October Term, A. D. 1896.—No. 39.—State ex rel. The Railroad and Warehouse Commission, Respondent, vs. Adams Express Company, Appellant.

This was a proceeding by an alternative writ of mandamus to compel the Adams Express Company, doing business as a common carrier in this state, to print and keep for public inspection schedules showing the classification, rates, fares and charges for the transportation of property of all kinds and classes, in force and charged by it in this state, and to file a copy of such schedules with the railroad and warehouse commission. The writ was issued on the relation of the commission, relying on the provisions of Laws 1895, chapter 152, and the several laws therein referred to, and when allowed by the court, it was ordered that service be made by delivering to and leaving a copy of the writ of the petition and of the order for service with J. W. Owen, general agent of the company. On the return day the company ap-

peared specially and moved to quash the writ on the ground that the court had not acquired jurisdiction over the company, such motion being based on all of the proceedings and two affidavits from which it appeared that Owen, on whom service had been made, was the local agent at St. Paul and not the general agent, and that the company was not a corporation, but a joint stock association organized in the State of New York, composed of a large number of share-holding members, all non-residents. The motion being denied the company appeals. In directing that service be made in a certain specified way the court below observed the requirements of General Statutes 1894, section 5979, which provides that the court or judge, by an indorsement on the writ of mandamus, shall allow the same, designate the return day and direct the manner of serving a copy of the writ, of the allowance thereof and of any order or direction of the court indorsed on the writ. It is also provided by General Statutes, supra, section 399, that whenever a common carrier refuses or neglects to obey any lawful order or requirement of the commission, made under the provisions of the statute under which it acts, an application may be made to the court alleging such disobedience, and the court is given power to hear and determine the matter on short notice to the carrier, such notice to be served on the carrier, his or its officers, agents or servants in such manner as the court shall direct. That the regulation of the business conducted by common carriers is one over which the legislature has full power to act and that ample authority can by law be conferred upon the railroad and warehouse commission to call on any carrier doing business within our borders, whether a natural or artificial person, resident or non-resident, for such information as is absolutely essential for the proper conduct of the carrier and the protection of the public, ought not to be questioned. Counsel does not contend to the contrary, at this time, but his claim is that service of the writ made in the manner designated by the court, and as such service was attempted to be made in this instance, is insufficient to confer any jurisdiction over the company, a joint stock association, a copartnership, as is claimed, none of its share-holders having been served or having voluntarily appeared. It is urged in support of this contention that when the legislature attempted to confer upon the courts the power to determine the manner or upon whom writs of mandamus shall be served, section 5979, supra, or the manner or upon whom the notice prescribed in section 399, supra, shall be served, it delegated its powers to the judiciary, and the latter branch of the government when acting assumes a power purely legislative, forbidden by the constitution. Or, if this position is not sustainable, that any statute which empowers or permits a court to direct that service of a writ or order, based on an alleged disobedience or violation of a public duty by a common carrier, may be made upon its agents or servants, authorizes jurisdiction over such carrier to be obtained without due process of law, is also a violation of a constitutional right. If the claim last mentioned is well founded, a non-resident corporation, association, copartnership or individual engaged in business in this state as a common carrier would seem to be beyond the reach of process of the courts or orders emanating from the commission, unless an officer of the corporation or a member of the association, or of the partnership or the single individual, so engaged in business should accidentally be found within our territorial limits and personal service be thus obtained.

In substance, section 5979, regulating the service of the writ of mandamus, has been the statute of the state and its predecessor, the territory, since the enactment of General Statutes 1851, chapter 83, section 8. A change in the phraseology was made and the proviso added by General Laws 1875, chapter 68, section 2. So far as we know, the power of the legislature to authorize the courts to direct the manner in which service of a writ of mandamus should be made, or the authority of the court to make an order as to the manner of service, has not been questioned heretofore in any of the courts of this state. At common law the rule respecting the service of this writ upon a private corporation was that it should be made upon the head officer of the corporation, or upon that select body, or person, within the corporation whose province it was to put in motion the machinery necessary to secure performance of the duty commanded. The ancient strictness of the common law also required that such service should be made within the jurisdiction of that sovereignty

by which the corporation was created, but this strictness was long ago relaxed, so as to permit service to be made within the jurisdiction wherein the corporation had engaged in business in all litigation connected with that business. And such is now the rule, independently of statute, and no reason exists why this relaxation should not be extended to the service of prerogative writs. (State ex rel. Board vs. Penn. Ry. Co. 42 N. J. L. 490.) And there is no reason why service upon joint stock associations should not be made in the same manner as service upon corporations. It may be, technically speaking, that such an association is nothing more than a copartnership formed between the shareholders, but this is immaterial. It is merely a question of definition, and they have been called quasi corporations of a private character. (Morawetz on Corp. section 6.) They are associations having some of the features of a common law partnership and many of the features of a private corporation, as will be obvious upon an examination of defendant's articles of association introduced upon the hearing below. We are not only confident that in authorizing the court to exercise the power of directing the manner in which service shall be made as it has in both sections—399 and 5979—there has been no delegation of legislative powers, but that the courts in the absence of a statute expressly regulating the subject have always possessed the right and authority to direct the manner in which prerogative writs shall be served and, in case of corporations, upon whom they should be served. Of course we are not to be understood as saying that this power could be exercised arbitrarily and unreasonably. It must be within the rule of the common law as to service heretofore stated. And that if service is made upon a corporation in accordance with that rule, such service is due process of law, for the real question is, has the proper officer or representative of the corporate body received such a notice as will give it or him an opportunity to be heard. The error of defendant's counsel is in assuming that the proceedings adopted for the regulation of common carriers are to be classed with those usually arising in courts of justice, and that all steps taken must be in strict accordance with those which end in ordinary judgments. And also in assuming that because defendant is a joint stock association it is wholly unlike a corporation. Certainly as to the service of orders issued by the commission and of prerogative writ issued by the courts, no substantial distinction can be pointed out. Each has its officers, its board of directors, its general manager and its general and local agents. If at common law service could properly be made upon the head officer or upon the person within the corporation who would be expected to obey the command, and be valid, why could not service be made upon a general or local agent of this non-resident association and be valid, provided it is fairly to be inferred from the record that he came within the description? We have here an association of non-residents who have voluntarily assumed a position in the transaction of business which involves duties to the public. The duty in the present case grows out of the management of their business as a common carrier in this state, and is a public duty which the association seeks to evade by asserting that the person upon whom service has been made is nothing more than a local agent in the city of St. Paul. Nor has the association been candid enough to suggest that it has any general manager or agent within the state upon whom service might be made with greater probability of reaching the association, or better prospect of obtaining jurisdiction. It would seem remarkable if under such circumstances the courts must be declared powerless to enforce the fulfillment of the important obligations which this and every other non-resident common carrier owes to the public. In the absence of any showing that defendant association has a general manager or general agent in this state, or any officer or agent superior to the one on whom this writ was served, we are justified in assuming that he was the person whose province it was to obey the command, to cause the schedules to be printed and to file with the commission a copy of the same. As local agent at St. Paul he undoubtedly had in his possession the schedules required, for he could not well transact business without them. If so, applying, by analogy, to a joint stock association the common law rule as to service of a writ of mandamus upon a corporation, we regard the service in question as sufficient for the court to proceed. What the remedy will be if the rule is made absolute and a peremptory writ issued we are not required to express any opinion

Counsel for the state have contended that this service could be upheld under General Statutes, supra, section 5200, while counsel for defendant insists that this statute is unconstitutional. The present law is the original act as amended, General Laws 1891, chapter 79, and the amendatory act is attacked upon the ground that the subject is not expressed in the title. We need not determine this point, for if the amendatory act does come within the constitutional inhibition, service was properly made under either of the sections heretofore commented on.

Order affirmed and case remanded.

COLLINS, J.

A PROPOSED BILL FOR AN ACT TO AMEND SECTION 22 OF CHAPTER 10 OF THE GENERAL LAWS OF 1887.

AS AMENDED BY CHAPTER 106 OF THE GENERAL LAWS OF 1891.

Be it enacted by the Legislature of the State of Minnesota:

Section 1. That section 22 of chapter 10 of General Laws of 1887, as amended by chapter 106 of the General Laws of 1891, be amended so as to read as follows: "Section 22. That whenever any common carrier, subject to the provisions of this act, shall violate, or refuse, or neglect to obey or perform any lawful order or requirement of the commission made under the provisions of this act, not founded upon a controversy requiring a trial by jury, as provided by the seventh (7th) amendment to the constitution of the United States, or as provided by section four (4) of the constitution of this state, it shall be lawful for the commission, or for any company or person interested in such order or requirement, to apply in a summary way, by petition, to any district court in any county in this state in which the carrier complained of has its principal office, or in any county through or into which its line of road extends, alleging such violation or disobedience, as the case may be; and the said court shall have power to hear and determine the matter, on such short notice to the common carrier complained of as the court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents or servants, in such manner as the court shall direct; and said court shall proceed to hear and determine the matter speedily and without the formal pleadings and proceedings applicable to ordinary suits further than is necessary in the judgment of the court to clearly define the issues between the parties, and in such manner as to do justice in the premises. With such petition shall be filed all the pleadings, papers, exhibits and testimony (or copies thereof certified by the secretary of the commission), filed with or adduced before the commission in the course of the investigation resulting in the order or requirement to enforce which the petition is filed; such pleadings, papers, exhibits and testimony (or copies thereof so certified) shall be receivable in evidence and shall constitute the record in the case, on which the court shall proceed to adjudge all matters in controversy therein, unless the court shall think it needful that additional evidence be taken or further inquiries be prosecuted to enable it to form a just judgment, in which case the court shall commit the matter to the commission to prosecute such inquiries and to take such additional evidence at such time and place as the court may direct, with any suggestions concerning the same which the court may deem suitable. The commission shall thereupon proceed to prosecute such further inquiries and take such additional evidence and report the same to the court as a part of the record in the case; and the commission may at the same time, in its discretion, rehear and reconsider any and all questions involved in or connected with its order or requirement to enforce which the petition was filed (such rehearing to be had upon all additional evidence in connection with the whole record filed with the petition as above provided); and may thereupon make and file in the case with its report and return of evidence taken, an amended or supplemental order, which shall then be substituted for the original order or requirement of the commission; and the case shall thereupon proceed for the enforcement

of such amended or supplemental order only. If in any proceeding to enforce the order or requirement of the commission under any section of this act, including any amended or supplemental order or requirement, the court shall, upon the hearing, be of opinion that no material error plainly prejudicial to the carrier appears in the proceedings, decision, order or requirement of the commission, it shall so decide, and shall thereupon enter such judgment, decree or order, or issue such writ, or injunction or other proper process, mandatory or otherwise, as shall be suitable or necessary to compel compliance with such decision, order or requirement in such manner and within such time as may appear reasonable; but if upon such hearing the court shall be of opinion that material error does appear plainly prejudicial to the carrier in the proceedings, decision, order or requirement of the commission, it shall so decide, and shall thereupon enter such final judgment, decree or order as may be proper, but without prejudice to a subsequent application for the enforcement of any order made by the commission upon a rehearing pursuant to the provisions of this section, and in case of any disobedience of any such writ, injunction or other proper process, mandatory or otherwise, it shall be lawful for such court to issue writs of attachment or any other process of said court incident or applicable to writs of injunction, or other proper process, mandatory or otherwise, against such common carrier, and, if a corporation, against one or more of the directors, officers or agents of the same, or against any owner, lessee, trustee, receiver or other person failing to obey such writ of injunction or other proper process, mandatory or otherwise, and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction, or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default the sum of five hundred (500) dollars for every day after a day to be named in the order that such carrier or other person shall fail to obey such injunction or other proper process, mandatory or otherwise, and such money shall be payable as the court shall direct, either to the party complaining or into court, to abide the ultimate decision of the court, or into the state treasury; and payment thereof may without prejudice to any other mode of recovering the same, be enforced by an attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree in personam in such court; and such court may in every such matter order the payment of such costs and counsel fees as shall be deemed reasonable.

Either party to an appeal, trial or other proceeding had in the district court pursuant to the provisions of this act shall have the right to appeal to the supreme court of the state from any order or judgment of the district court under the same regulations now provided by law in relation to appeals to said supreme court from orders or judgments of the district court, except that on such appeals security shall not be required when the same is taken by the said commission, and except that the return of the district court provided for by section four (4), chapter eighty-six (86), General Statutes of one thousand eight hundred and seventy-eight (1878), may be filed in the supreme court at any time before or during the next succeeding term of said court after the making of the order or entering the judgment appealed from; and such appeal shall be entered upon the calendar and heard by said supreme court upon such short notice to the respective parties as the court may deem reasonable, with a view to a speedy determination of the same. No appeal to the supreme court shall operate to stay or supersede the order of the court or the execution of any writ or process thereon, unless the supreme court shall, upon application duly made and upon such terms as it may deem just, suspend the operation of the same, pending the appeal hereinbefore provided for.

If the matters involved in such order or requirement of said commission are founded upon a controversy which at common law would entitle the party to a trial by jury, as provided by the seventh amendment of the Constitution of the United States, or by section four (4), article one (1), of the constitution of this state, and any such common carrier shall violate or refuse or neglect to obey or perform the same, after notice given by said commission, as provided in subdivision (b) (as amended) of section thirteen (13) of this act, it shall be lawful for any company or person interested in such order or require-

ment to apply in a summary way by petition to the district court of any judicial district in this state, in which the carrier complained of has its principal office or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience, as the case may be; and such court shall by its order then fix a time and place for the trial of said cause, which shall not be less than twenty (20) nor more than forty (40) days from the time of said order fixing said time of trial; and it shall be the duty of the sheriff of the county in which such proceeding is pending to forthwith serve a copy of said petition and of said order upon the common carrier complained of, and it shall be the duty of such person or common carrier to file his or its answer to said petition within ten (10) days after the service thereof, as aforesaid. Upon the trial of said cause the findings of fact of said commission as set forth in its report shall be *prima facie* evidence of the matters therein stated, and if either party, being entitled to a trial by jury, as in this act provided, shall demand a jury, or shall omit to waive a jury, the court shall by its order direct the sheriff to select, in the presence of the parties or their attorneys, from the number of persons qualified to serve as jurors in the county, thirty (30) such persons as he shall deem most indifferent between the parties, and the complainant or petitioner shall first strike off one of the names so selected, and the opposite party shall strike off one, until each have struck off eight (8). The sheriff shall then make a copy of the names of the remaining fifteen (15) persons and deliver the same to the clerk of said court, who shall thereupon issue and deliver to such sheriff a *venire facias*, with the names in said list contained, annexed thereto, and such sheriff shall summon the persons named according to the demand of such writ; and upon the trial of the cause the jury so selected shall be called as they stand upon their panel, and the first twelve (12) of them who shall appear and are not challenged for cause, or set aside by the court, shall be the jury, and shall be sworn to try the issues joined in said cause or proceedings; provided, that if a sufficient number do not appear for the trial of said cause the court shall cause talesmen to be called as in other cases. If the judgment of a district court shall be in favor of the party complaining, he or they shall be entitled to recover a reasonable counsel or attorney's fees, which shall be collected as part of the costs in the case.

For the purpose of this act, excepting its penal provisions, the district courts of this state shall be deemed to be always in session.

THE FARWELL FARMERS' WAREHOUSE ASSOCIATION VS. THE
MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY COM-
PANY.

In our report for 1893 was published at length the opinion of the supreme court of this state affirming the decision of the district court of Hennepin county, which sustained the order of this commission in this important case. The order of the commission was also published in full in the report of 1893. On the 10th of November, 1893, the defendant corporation filed a petition for a writ of error to the supreme court of the United States. The petition was allowed and the writ issued. Before the case was reached in the supreme court of the United States, to wit, on the twelfth day of October, 1895, the following stipulation between the parties was signed and filed with the clerk of the court:

Supreme Court of the United States, October Term, 1895.—The Minneapolis, St. Paul & Sault Ste Marie Railway Company, Plaintiff in Error, vs. The Farwell Farmers' Warehouse Association. In Error to the Supreme Court of the State of Minnesota.—Stipulation.

It is hereby stipulated and agreed between the parties to the above entitled action, through their respective attorneys, by and with the consent of the State of Minnesota, acting through its attorney general, that all matters of difference between said parties are hereby compromised and settled as follows:

The said railway company shall give to the said warehouse association the privilege of moving its warehouse upon lot fifteen (15) of the station grounds of said company at Farwell, upon the same terms and conditions and with the same privileges as those now or hereafter enjoyed by the parties having elevators or grain warehouses on said station grounds, and to pay said association the sum of one thousand three hundred and fifty dollars (\$1,350.00) in cash.

In consideration of the foregoing the said association agrees to accept said site for its warehouse and said sum of money in full satisfaction of the judgment heretofore obtained against said company, by which said company was required to build a side or spur track to said warehouse as now situated, and in full settlement of all claims and damages against said company, on account of the matters involved in litigation between said parties or otherwise, and hereby releases said company from any and all such claims and from all actions, or rights of action, growing out of, or appertaining to the matters now or heretofore in controversy between said parties.

It is mutually agreed that the appeal from the judgment rendered by the supreme court of Minnesota in said cause, now pending in the supreme court of the United States, shall be dismissed without costs to either party.

Dated this 12th day of October, A. D. 1895.

FARWELL FARMERS' WAREHOUSE ASSOCIATION,

By Horace Austin, its Attorney.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RAILWAY COMPANY,

By Alfred H. Bright, its Attorney.

THE STATE OF MINNESOTA,

By H. W. Childs, its Attorney General.

This finishes the record of this case. It settles the law upon a matter of great interest and importance to the people of this state.

The judgment of the supreme court of Minnesota vindicates the action of the commission and sustains the right of every person to equal and substantially similar facilities for the transportation of grain.

COMPARATIVE PRICES OF WHEAT IN DULUTH AND LIVERPOOL.

In the following report, or table of comparisons, extending over a period of about three years, we have endeavored to show the relative prices of wheat existing at the same time between Liverpool and Duluth, the basis No. 1 hard Duluth inspection being used in all cases not otherwise specified, and in those cases, notably 6, 7, 10, 11, 14, 25, and 28, the grade of No. 1 hard Manitoba was used, as upon the dates mentioned no Minnesota hard was sold or offered for sale.

COMPARATIVE TABLE.

Showing Prices of No. 1 Hard Wheat (Duluth Inspection) from Sales made in Liverpool, for Delivery in London, "C. I. F." (Cost Insurance and Freight), as Compared with Market Price of Same in Duluth on Day of such Sale, from Nov. 28, 1893, to Nov. 2, 1896, Compiled under Direction of the Railroad and Warehouse Commission.

DATE OF SALE REPORTED IN LIVERPOOL.		Duluth Quotation, No. 1 Hard, Same Day.	Lake Freight, Du- luth to Buffalo.	Canal Freight, Buf- falo to New York.	Rail Freight, Du- luth to New York.	Ocean Freight New York to London.	Incidental Charges, Duluth to Lon- don.	Sale Price Reported at Liverpool.	Sale Price Reported at New York Aboard Ocean Steamer for Expt.	Cost (Delivered) Below Duluth Market that Day.	Cost (Delivered) Above Duluth Market that Day.	REMARKS.
1	November 28, 1893.	Cents. 61.50	Cents. 03.50	Cents. 03.50	Cents. 13.80	Cents. 05.00	Cents. 05.37	Cents. 81.75	Cents.	Cents. 02.60	Cents. 01.88	
2	December 4, 1893.	61.50	03.50	03.50	13.80	06.30	02.00	81.00	.....	03.10	.....	1 Northern.
3	December 6, 1893.	62.00	.....	.....	13.80	06.30	02.00	81.00	.....	04.15	.....	Manitoba No. 1 Hard.
4	December 12, 1893.	60.00	.....	.....	13.80	06.30	03.55	79.50	.....	06.35	.....	Manitoba No. 1 Hard.
5	December 18, 1893.	62.50	.....	.....	15.00	06.00	03.55	81.00	.....	04.80	.....
6	December 22, 1893.	61.25	.....	.....	15.00	06.00	03.55	81.00	.....	07.06	.....
7	January 8, 1894.	63.25	.....	.....	15.00	07.00	03.35	80.75	.....	12.35	.....
8	January 18, 1894.	61.75	.....	.....	21.00	07.00	03.35	81.00	.....	13.50	.....
9	January 20, 1894.	63.00	.....	.....	21.00	06.50	03.35	80.60	.....	13.60	.....	Manitoba No. 1 Hard.
10	February 3, 1894.	62.75	.....	.....	21.00	06.50	03.35	77.50	.....	06.10	.....	Manitoba No. 1 Hard.
11	February 21, 1894.	60.25	.....	.....	21.00	05.00	03.35	78.00	.....	00.10	.....
12	March 20, 1894.	60.75	.....	.....	15.00	03.00	04.80	76.25	.....	00.93	.....	Manitoba No. 1 Hard.
13	May 1, 1894.	61.75	02.30	04.50	.....	02.25	04.80	73.12	.....	00.65	.....
14	June 1, 1894.	57.88	02.30	03.00	.....	02.50	04.30	73.88	.....	01.98	.....
15	June 11, 1894.	61.75	02.50	03.00	.....	05.25	04.30	72.00	.....	00.35	.....
16	June 26, 1894.	65.00	01.85	03.00	.....	01.25	03.85	70.75	.....	01.65	.....
17	July 10, 1894.	57.00	01.85	03.00	.....	02.25	03.85	67.50	.....	02.60	.....
18	July 24, 1894.	57.25	01.85	03.00	.....	02.25	03.85	67.50	.....	03.97	.....
19	July 27, 1894.	57.75	01.85	03.00	.....	02.25	03.85	67.50	.....	02.35	.....
20	September 10, 1894.	57.38	04.00	03.00	.....	02.25	03.85	72.00	.....	01.33	.....	Manitoba No. 1 Hard.
21	October 8, 1894.	57.00	03.50	03.00	.....	02.25	03.85	74.25	.....	02.80	.....
22	October 15, 1894.	56.75	03.50	03.00	.....	06.25	03.85	84.75	.....	00.40	.....	Manitoba No. 1 Hard.
23	October 23, 1894.	58.25	03.50	03.00	.....	03.25	03.85	90.70	.....	03.43	.....
24	October 29, 1894.	57.25	03.50	03.00	.....	02.75	03.85	88.87	.....	02.05	.....
25	November 13, 1894.	59.75	03.50	03.00	.....	03.25	03.85	85.50	.....	01.07	.....
26	December 3, 1894.	61.25	03.50	03.00	.....	02.25	03.85	83.62	.....		
27	December 20, 1895.	75.50	02.45	02.00	.....	02.25	03.85		.....		
28	May 31, 1895.	78.75	02.45	02.00	.....	02.25	03.85		.....		
29	June 1, 1895.	81.25	02.45	02.00	.....	02.25	03.85		.....		
30	June 18, 1895.	76.50	02.45	02.00	.....	02.25	03.85		.....		
31	June 22, 1895.	72.00	02.45	02.00	.....	02.25	03.85		.....		

32	July 4, 1895.....	72.00	02.45	02.00	.....	02.25	03.85	82.13	.....	00.42	.....
33	July 31, 1895.....	70.00	02.45	02.00	.....	02.75	03.85	81.00	.....	00.05	.....
34	August 13, 1895.....	68.38	02.45	02.00	.....	04.75	03.85	80.25	.....	01.18	.....
35	August 26, 1895.....	60.00	03.65	02.00	.....	04.25	03.85	75.38	.....	.....	01.63
36	September 7, 1895.....	56.50	03.50	02.00	.....	05.75	03.85	73.50	.....	.....	01.90
37	September 23, 1895.....	58.00	04.00	02.00	.....	05.75	03.85	72.75	.....	00.85	.....
38	September 27, 1895.....	59.50	04.00	02.00	.....	05.25	03.85	75.00	.....	00.40	.....
39	October 14, 1895.....	58.00	03.25	02.00	.....	04.50	03.85	73.88	.....	00.28	.....
40	October 21, 1895.....	58.50	05.25	02.00	.....	05.75	03.85	75.75	.....	00.40	.....
41	November 11, 1895.....	54.75	06.00	02.00	.....	07.25	03.85	75.75	.....	01.90	.....
42	November 15, 1895.....	55.25	05.00	02.00	.....	07.25	03.85	75.00	.....	00.65	.....
43	November 15, 1895.....	55.25	05.00	02.00	.....	06.00	04.35	75.38	.....	00.65	.....
44	June 12, 1895.....	58.50	02.90	03.00	.....	.....	.....	67.75	.....	00.63	.....
45	July 12, 1895.....	57.88	01.77	03.00	.....	.....	.....	67.50	.....	01.00	.....
46	July 30, 1895.....	59.13	01.62	03.00	.....	06.15	04.35	73.88	.....	00.37	.....
47	August 5, 1895.....	59.88	01.55	03.00	.....	05.62	04.35	74.25	.....	00.25	.....
48	August 21, 1895.....	59.00	01.50	03.00	.....	06.63	04.35	74.25	.....	00.23	.....
49	August 31, 1895.....	58.88	01.50	03.00	.....	07.12	04.35	76.50	.....	.....	01.65
50	September 5, 1895.....	57.75	01.75	03.00	.....	06.65	04.35	76.50	.....	.....	03.00
51	September 11, 1895.....	59.12	01.75	03.00	.....	08.13	04.35	76.88	.....	.....	00.53
52	September 23, 1895.....	65.00	01.30	03.00	.....	09.25	04.35	78.00	.....	04.90	.....
53	September 27, 1895.....	67.50	02.02	03.00	.....	10.03	03.85	89.50	.....	.....	03.10
54	October 7, 1895.....	68.25	02.02	03.00	.....	.....	03.60	89.25	.....	.....	02.10
55	October 12, 1895.....	68.75	02.00	03.00	.....	.....	03.85	77.63	.....	.....	00.53
56	October 27, 1895.....	68.50	03.00	03.00	.....	.....	03.85	79.00	.....	.....	00.90
57	October 27, 1895.....	71.38	03.00	03.00	.....	12.02	03.85	98.25	.....	.....	05.00
58	November 2, 1895.....	74.75	03.00	03.00	.....	12.02	03.85	96.00	.....	00.62	.....

This report is made from actual sales reported by the "Liverpool Corn Trade News," which is considered the leading journal of Great Britain in all matters pertaining to the grain trades of that country and of the world. The prices quoted at Duluth are taken from the "Commercial Record," which is the official publication of the Duluth Board of Trade, and they can be relied upon as being correct. The figures given as freight by lake, canal and ocean were procured from reliable sources also. The matter of incidental charges is intended to include insurance, commission, elevator, and transfer charges, and also possible demurrage charges to canal boat or ocean steamer, and is also proximately correct.

In the cases of Nos. 2 to 12, inclusive, "all rail" rates from Duluth to New York are given, and clearly demonstrate the fact that grain transported "all rail" between those points cannot be disposed of at a profit to the exporter.

DECISION OF THE COMMISSION IN THE HANLEY FALLS CASE.

Before the Railroad and Warehouse Commission of the State of Minnesota.

John F. Jacobson, Complainant, against The Wisconsin, Minnesota & Pacific Railroad Company and The Willmar & Sioux Falls Railway Company, Defendants.

The complaint of John F. Jacobson came on to be heard before the Railroad & Warehouse Commission of the State of Minnesota, on Tuesday, Feb. 18, 1896, at Hanley Falls, Minn., all of the members of said board being present.

The Wisconsin, Minnesota & Pacific Railroad Company and the Willmar & Sioux Falls Railway Company each appeared by their attorney, W. F. Booth; George B. Edgerton appeared for the complainant, John F. Jacobson.

The following named witnesses were sworn and examined as witnesses in support of the allegations of the complaint of the said John F. Jacobson:

S. Christopherson, Hanley Munson, Charles Brown, Martin E. Tew, John F. Jacobson, Henry Isaacson, F. A. Beltz, W. B. Thomason, and William Crooks. All of said witnesses having been called on part of complainant, the defendants offering no evidence.

After hearing the testimony of said witnesses we find the following facts to be admitted or proven:

That the lines of the two defendant railroad corporations intersect at Hanley Falls, in the State of Minnesota; that the Wisconsin, Minnesota & Pacific Railroad Company is now, and for a long time prior to the filing of the complaint herein has been, operated in connection with a line of railway extending to the cities of St. Paul, Minneapolis and Duluth, in the State of Minnesota, and to various markets and business centers in adjoining states.

That the Willmar & Sioux Falls Railway Company is likewise operated in connection with a line of railway extending to St. Paul, Minneapolis, and Duluth, in the State of Minnesota, and to Sioux City, Iowa, and various markets and business centers in adjoining states.

That the complainant, John F. Jacobson, is a citizen and resident of the county of Lac qui Parle and State of Minnesota, and is now and for a long time past has been engaged in the business of shipping grain, wood and other commodities on and over the lines of the Wisconsin, Minnesota & Pacific Railroad Company, in the State of Minnesota; that the said Wisconsin, Minnesota & Pacific Railroad Company is a corporation duly organized, created and existing under the laws of the State of Minnesota, and has been for several

years past; that said line of railroad extends, with its connecting lines and under the same management, from the city of Minneapolis through the counties of Carver, Sibley, Renville, Madison and Lac qui Parle to the city of Watertown in the State of South Dakota; that the Willmar & Sioux Falls Railway Company is a corporation duly organized and existing under the laws of the State of Minnesota, and operates lines of railway, one line of which extends from the city of Willmar in the county of Kandiyohi, through the counties of Yellow Medicine, Lyon, Pipestone and Rock, in the State of Minnesota, to the line of the State of South Dakota, thence southerly to Sioux City, Iowa, and the main line of said last named company connects at said city of Willmar with what is known as the Great Northern system of railways, operated by the Great Northern Railway Company, which said system operates lines extending from the city of St. Paul via the city of Crookston to St. Vincent in said last named state, and via the city of Breckenridge to the City of Fargo in the State of North Dakota, and from the city of Fargo to the city of Grand Forks in said last named state, and via said city of Crookston to the city of Everett in the State of Washington, from which last named city the said Great Northern system has and enjoys traffic connection with the lines of other railway companies, whereby it is enabled to haul its freight and passenger trains to points situate upon the Pacific coast; that said Great Northern Railway Company has traffic connections with the Eastern Railway company in the State of Minnesota, which last named company has a line extending from the city of Hinckley therein to the cities of Duluth and Superior, situated respectively at the head of Lake Superior.

That at the station known as Hanley Falls, in said county of Yellow Medicine, the tracks of the lines of the said Willmar & Sioux Falls Railway Company and of the said Wisconsin, Minnesota & Pacific Railroad Company, respectively, cross and intersect each other at grade and in such manner as to make it practicable to provide thereat ample facilities by track connections for the transfer from one of the last named tracks to the other thereof, any and all cars of whatsoever name or character used in the regular business of the said two last named companies, or either thereof.

That no facilities whatever have been provided by either of said last named companies at or near said station of Hanley Falls, nor do any now exist thereat, whereby cars of any kind or description can be transferred from one to the other of said lines.

That the farmers along the line of the Wisconsin, Minnesota & Pacific Railroad Company raise now, and have been raising, a great many stock cattle, that is to say, cattle that are ready to be fed and fattened for market; that the natural markets for such cattle are St. Paul and Minneapolis, Minn., and Sioux City, Iowa; that in some seasons the market for stock is better at one point than the other, on account of the supply of feed being more plentiful and cheaper at one point than the other, and such stock can be sold at the best advantage in the market having the largest and cheapest supply of feed.

That in order to ship from stations on the line of the Wisconsin, Minnesota & Pacific Railroad to Sioux City, Iowa, there being now no transfer facilities at Hanley Falls, it is necessary, and has been for a long time past, to ship cattle to Hopkins Station, within a few miles of Minneapolis, and there transfer to the Chicago, St. Paul, Minneapolis & Omaha Railroad Company, for transportation to said Sioux City; that the distance from Hanley Falls via the Wisconsin, Minnesota & Pacific Railroad and its connections to Sioux City, Iowa, is 380 miles, and the distance from said Hanley to said Sioux City, Iowa, via the Willmar & Sioux Falls Railway Company and its connections is 181 miles, and that in shipment of stock over the longer line they are kept much longer on the road than they would be if they could be transferred at Hanley Falls and shipped over the shorter line which would be established if transfer facilities were provided at that point, and that stock shipped by the longer route lose considerable more by shrinkage than they would could they be shipped by the shorter line; and by the establishment of transfer facilities at Hanley Falls, between said Wisconsin, Minnesota & Pacific Railroad Company and said Willmar & Sioux Falls Railway Company the shippers and cattle raisers residing along the line of the said Wisconsin, Minnesota & Pacific

Railroad Company west of Hanley Falls would have the advantage of two markets for said stock.

We also find that in addition to the freight charges on both roads, the expense of transferring cattle from one road to the other by unloading and reloading the same would be so great as to make it impracticable and impossible to ship cattle in that way so as to make any profit in buying and shipping the same.

We also find that at the stations of Dawson and Clarkfield, Madison, Boyd and other stations on the Wisconsin, Minnesota & Pacific Railroad Company all wood and posts have to be shipped from a distance; that thousands of cords of wood are consumed in said towns annually; that the evidence shows that there is a larger supply of wood along the line of the Great Northern system, of which said Willmar & Sioux Falls Railway is a part, than there is along the line of the Wisconsin, Minnesota & Pacific Railroad and its connections, and wood is cheaper on the line of said great Northern system, of which the Willmar & Sioux Falls is a part, than on the line of the other system, of which the Wisconsin, Minnesota & Pacific Railroad Company is a part, and if proper transfer facilities existed at Hanley Falls it could be obtained in larger quantities and at less expense than it now costs.

And we find that on account of there being no transfer facilities at said station of Hanley Falls, people living on one line of road are practically excluded from the markets of the other line of road, on account of the extra expense and inconvenience of transferring goods, wares, merchandise and cattle by unloading and reloading.

We also find that the following is a proper, feasible and practicable location of curve for track connections between the main tracks of said railroad companies:

From a point in the center line of the main track of the Wisconsin, Minnesota & Pacific Railroad Company 479 feet westerly from the point of intersection of the main tracks of said railroads with foresight on point of intersection of said tracks, run a curve of 573.7 feet radius to the right for 778.6 feet, ending at a point in the center line of the main track of the Willmar & Sioux Falls Railway Company, 463.3 feet southerly from said point of intersection.

We therefore find as conclusions of law from the foregoing facts that it is both practicable and necessary for the interests of traffic and the reasonable and proper accommodation of the citizens of this state using and employing the lines of the said defendant corporations as a means of travel and the transportation of produce, coal and merchandise, that ample facilities by track connections for the transfer of any and all cars used in the regular business of the respective lines of the said two defendant companies be provided at said station of Hanley Falls, and that a commercial necessity exists therefor.

It is therefore ordered, that the Wisconsin, Minnesota & Pacific Railroad Company, and the Willmar & Sioux Falls Railway Company, on or before Aug. 1, 1896, furnish ample facilities by track connection between the tracks of said roads where the same intersect each other at or near the station of Hanley Falls in Yellow Medicine county in this state, by the construction of a track of the same gauge of the tracks of said companies, commencing at a point in the center line of the main track of the Wisconsin, Minnesota & Pacific Railroad Company 479 feet westerly from the point of intersection of said tracks of said railroads with foresight on point of intersection of said tracks, run a curve of 573.7 feet radius to the right for 778.6 feet, ending at a point in the center line of the main track of the Willmar & Sioux Falls Railway Company 463.3 feet southerly from said point of intersection, and furnish the same with the necessary and proper switches at each end to transfer cars from one road to the other.

Dated June 19, 1896.

By the Commission:

A. K. TEISBERG,
Secretary.

As to the present status of the case, see letter of attorney general, ante.

TABULATED STATEMENTS

ACCOMPANYING THE REPORT OF THE

RAILROAD AND WAREHOUSE COMMISSION.

TABLE I.

Miles of Main Line Track and Branches of Railroads in Minnesota, June 30, 1896.

NAME OF ROAD.	Miles—1896.	Number of Miles of all Railroads in Minnesota by Years.	
		Years.	Miles.
Brainerd & Northern Minnesota.....	59.13	1862	10.00
Burlington, Cedar Rapids & Northern.....	92.98	1863	57.00
Chicago, Burlington & Northern.....	23.61	1864	100.00
Chicago, Milwaukee & St. Paul.....	1,120.09	1865	210.00
Chicago & North-Western.....	414.47	1866	315.00
Chicago, St. Paul, Minneapolis & Omaha.....	367.35	1867	429.00
Chicago Great Western.....	142.05	1868	560.00
Duluth, Mississippi River & Northern.....	35.00	1869	766.00
Duluth, Red Wing & Southern.....	28.00	1870	1,092.50
Duluth & Iron Range.....	172.85	1871	1,500.25
Duluth, Missabe & Northern.....	136.54	1872	1,900.00
Duluth & Winnipeg.....	100.00	1873	1,907.25
Eastern Railway of Minnesota.....	50.29	1874	1,947.25
Great Northern.....	1,332.08	1875	1,957.25
Illinois Central.....	11.42	1876	1,986.75
Minneapolis & St. Louis.....	215.99	1877	2,198.50
Minneapolis, St. Paul & Sault Ste. Marie.....	229.94	1878	2,549.28
Northern Pacific.....	793.19	1879	2,941.33
Port Arthur, Duluth & Western.....	6.00	1880	3,059.32
St. Paul & Duluth.....	233.69	1881	3,217.26
Sioux City & Northern.....	11.00	1882	3,332.93
Wisconsin, Minnesota & Pacific.....	177.76	1883	3,767.95
Wisconsin Central.....	25.58	1884	3,968.98
Winona & Western.....	89.70	1885	4,226.42
Willmar & Sioux Falls.....	122.60	1886	4,368.36
Totals.....	5,991.31	1887	4,871.04
		1888	5,042.74
		1889	5,303.07
		1890	5,409.11
		1891	5,527.55
		1892	5,615.77
		1893	5,863.89
		1894	5,912.43
		1895	5,990.78
		1896	5,991.31

TABLE II.

Earnings and Income from Operation in Minnesota for Year ending June 30, 1896.

NAME OF ROAD.	Total Passenger Revenue.	Total Earnings, Mail, Extra Baggage, etc.	Total Freight Revenue.	Earnings, Car Mileage, Switching, Stock- yards, etc.	Total Operating Earnings in Minnesota.	Gross Earnings per Mile of Road.	Operating Expenses per Mile of Road.	Net Earnings per Mile of Road.
Brainerd & Northern Minnesota.....	\$19,332	\$2,533	\$205,158	\$572	\$227,657	\$2,171.69	\$1,538.75	\$632.94
Burlington, Cedar Rapids & Northern.....	32,778	12,588	213,532	.....	258,898	2,784.45	1,988.03	896.42
Chicago, Burlington & Northern.....	43,100	8,196	149,417	.....	211,217	5,629.47	6,355.87	*726.40
Chicago, Milwaukee & St. Paul.....	1,801,808	475,549	4,864,610	10,503	6,693,920	5,976.23	2,853.35	3,122.88
Chicago & North-Western.....	329,847	72,670	1,622,212	4,943	2,029,074	4,895.59	4,160.83	734.76
Chicago, St. Paul, Minneapolis & Omaha.....	645,978	125,663	2,621,281	12,897	3,405,810	8,393.87	5,199.35	3,194.52
Chicago Great Western.....	136,814	46,938	566,895	2,608	753,316	4,486.22	3,843.63	1,029.59
Duluth, Missabe & Northern.....	44,009	7,219	1,733,350	7,401	1,791,980	12,944.09	4,199.25	8,744.84
Duluth, Mississippi River & Northern.....	7,589	23	137,553	159	145,327	4,162.21	2,600.89	1,551.31
Duluth, Red Wing & Southern.....	15,199	2,375	58,885	.....	79,460	2,838.17	1,910.02	928.15
Duluth & Winnipeg.....	57,695	9,900	185,725	2,363	255,585	2,296.36	1,474.25	822.11
Duluth & Iron Range.....	87,967	16,763	291,233	11,639	2,307,636	13,850.51	6,272.03	7,078.48
Eastern Railway of Minnesota.....	144,807	21,810	1,281,119	4,729	1,452,467	8,960.87	3,767.59	5,203.28
Great Northern.....	274,001	24,001	6,596,518	241,361	8,255,279	6,197.29	2,674.58	3,522.71
Minneapolis & St. Louis.....	316,006	34,255	1,190,222	100,760	1,671,244	7,367.30	3,632.57	3,729.73
Minneapolis, St. Paul & Sault Ste. Marie.....	148,850	43,223	1,158,110	5,315	1,360,990	5,485.69	2,971.30	2,514.39
Northern Pacific.....	843,321	174,321	4,474,384	267,142	5,749,400	7,499.58	3,596.59	3,902.99
St. Paul & Duluth.....	3,954	84,258	1,452,469	1,663	1,567,230	6,706.45	5,092.32	1,614.13
Wisconsin Central.....	30,964	11,178	85,763	1,633	1,29,589	3,083.23	4,546.20	*1,512.97
Willmar & Sioux Falls.....	56,396	14,817	434,180	3,23	512,416	4,179.57	1,350.43	2,829.14
Wisconsin, Minnesota & Pacific.....	46,718	25,860	237,241	3,734	313,554	1,763.92	1,010.15	753.77
Winona & Western.....	21,933	11,460	92,317	1,135	126,847	1,400.70	1,146.32	254.38
Minneapolis Eastern.....	.....	.....	54,924	.....	54,924	.....	.....	.....
Duluth Terminal.....	.....	.....	44,328	.....	44,328	.....	.....	.....
Totals.....	\$5,806,209	\$1,511,397	\$31,314,098	\$766,424	\$39,398,128	\$36,592.00	\$38,445.00	\$3,147.00

*Deficit.

†Average.

TABLE III.
Operating Expenses in Minnesota, 1896.

NAME OF ROAD.	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	General Expenses.	Total Operating Expenses in Minnesota.	Percentage of Operating Expenses to Earnings.
Brainerd & Northern Minnesota.....	\$23,584	\$21,856	\$102,406	\$13,460	\$161,307	78.00
Burlington, Cedar Rapids & Northern.....	33,634	25,980	173,864	4,973	183,847	71.40
Chicago, Burlington & Northern.....	744,186	465,871	1,812,038	59,500	238,472	112.90
Chicago, Milwaukee & St. Paul.....	355,466	345,840	1,969,729	63,502	3,195,008	47.75
Chicago & North-Western.....	476,503	406,581	1,144,111	82,436	1,724,537	84.99
Chicago St. Paul, Minneapolis & Omaha.....	104,036	86,780	352,849	42,910	2,109,634	61.94
Chicago Great Western.....	115,306	73,239	329,513	63,285	586,577	77.86
Duluth, Missabe & Northern.....	19,122	5,786	54,983	11,139	581,345	32.44
Duluth, Mississippi River & Northern.....	16,165	5,348	24,465	7,500	91,031	62.60
Duluth, Red Wing & Southern.....	40,084	15,234	103,149	5,616	164,083	67.30
Duluth & Winnipeg.....	405,886	202,383	403,997	71,852	1,084,120	46.98
Duluth & Iron Range.....	15,957	.....	.....	1,201	17,158	38.71
Duluth Terminal.....	92,367	63,918	420,392	32,390	609,068	41.93
Eastern Railway of Minnesota.....	665,930	554,038	2,179,269	163,515	3,562,754	43.16
Great Northern.....	142,875	144,930	461,163	75,604	824,594	49.34
Minneapolis & St. Louis.....	87,117	109,375	497,968	42,718	737,180	54.00
Minneapolis, St. Paul & Sault Ste. Marie.....	3,996	2,501	18,170	2,862	27,530	50.12
Minneapolis Eastern.....	552,391	438,227	1,539,415	227,220	2,757,254	47.96
Northern Pacific.....	328,506	170,892	605,949	84,675	1,190,024	75.93
St. Paul & Duluth.....	52,974	21,052	101,639	18,597	1,194,263	149.97
Wisconsin Central.....	52,556	18,489	85,933	8,465	165,563	32.31
Willmar & Sioux Falls.....	61,152	24,515	82,901	10,995	179,564	57.27
Wisconsin, Minnesota & Pacific.....	.....	.....	.....	.....	103,731	81.80
Winona & Western.....	.....	.....	.....	.....	.....	.....
Totals.....	\$4,389,813	\$3,202,855	\$11,463,923	\$1,034,515	\$20,544,124	*47.48

*Average.

TABLE IV.
Passenger Traffic, 1896.

NAME OF ROAD.	Number of Passengers Carried Entire Line.	Passenger Mileage or Passengers Carried One Mile Entire Line.	IN MINNESOTA.					Average Distance, Miles.	Passen- gers Killed.	Passen- gers Injured.	Number of Passengers Carried.	Number of Passengers Carried One Mile.	Average Distance, Miles.
Brainerd & Northern Minnesota.....	13, 022	464, 364	35.66	.....	.....	.....	.....	35.66	.....	.....	13, 022	464, 364	35.66
Burlington, Cedar Rapids & Northern.....	803, 282	34, 923, 945	43.47	.....	.....	.....	.....	43.47	.....	.....	79, 751	1, 278, 353	16.02
Chicago, Burlington & Northern.....	308, 383	15, 269, 492	49.51	.....	.....	.....	.....	49.51	.....	.....	186, 627	1, 679, 644	9.00
Chicago, Milwaukee & St. Paul.....	7, 427, 614	260, 821, 497	35.12	.....	.....	.....	.....	35.12	.....	.....	.....	.....	.....
Chicago & Northwestern.....	15, 278, 653	363, 592, 020	23.79	.....	.....	.....	.....	23.79	.....	.....	.....	.....	.....
Chicago & St. Paul, Minneapolis & Omaha.....	1, 669, 358	70, 582, 965	44.98	.....	.....	.....	.....	44.98	.....	.....	401, 240	12, 704, 095	31.66
Chicago, Great Western.....	1, 034, 761	39, 869, 805	38.53	.....	.....	.....	.....	38.53	.....	.....	576, 931	25, 942, 908	44.98
Duluth, Great Western.....	1, 32, 942	1, 455, 136	44.17	.....	.....	.....	.....	44.17	.....	.....	.....	.....	.....
Duluth, Mississippi & Northern.....	11, 951	259, 379	21.70	.....	.....	.....	.....	21.70	.....	.....	32, 942	1, 455, 136	44.17
Duluth, Red Wing & Southern.....	33, 216	664, 320	20.00	.....	.....	.....	.....	20.00	.....	.....	11, 951	1, 259, 379	21.70
Duluth & Iron Range.....	38, 919	1, 940, 583	49.86	.....	.....	.....	.....	49.86	.....	.....	33, 216	664, 320	20.00
Duluth & Iron Range.....	77, 097	2, 958, 648	38.38	.....	.....	.....	.....	38.38	.....	.....	38, 919	1, 940, 583	49.86
Eastern Railway of Minnesota.....	121, 824	5, 384, 832	66.93	.....	.....	.....	.....	66.93	.....	.....	77, 097	2, 958, 648	38.38
Great Northern.....	1, 238, 378	82, 988, 362	66.93	.....	.....	.....	.....	66.93	.....	.....	113, 717	7, 432, 641	66.93
Minneapolis & St. Louis.....	546, 132	19, 217, 013	35.00	.....	.....	.....	.....	35.00	.....	.....	439, 085	15, 500, 802	34.00
Minneapolis, St. Paul & Sault Ste. Marie.....	276, 788	22, 362, 697	80.81	.....	.....	.....	.....	80.81	.....	.....	133, 648	7, 047, 251	49.00
Northern Pacific.....	1, 417, 482	136, 236, 417	95.40	.....	.....	.....	.....	95.40	.....	.....	486, 222	36, 340, 274	7.48
St. Paul & Duluth.....	832, 657	15, 242, 097	28.62	.....	.....	.....	.....	28.62	.....	.....	504, 708	16, 133, 839	29.98
St. Paul & Duluth.....	840, 422	40, 304, 114	47.96	.....	.....	.....	.....	47.96	.....	.....	54, 639	1, 434, 343	26.25
Wisconsin Central.....	69, 945	2, 409, 491	34.59	.....	.....	.....	.....	34.59	.....	.....	55, 221	1, 751, 120	31.70
Willmar & Sioux Falls.....	77, 184	1, 924, 572	25.00	.....	.....	.....	.....	25.00	.....	.....	37, 860	1, 727, 018	23.00
Wisconsin, Minnesota & Pacific.....	47, 326	1, 033, 847	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21.85
Winona & Western.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	31, 800, 386	1, 121, 905, 621	.....	3	111	4, 293, 395	182, 749, 750	42.52	.....	.....	.....	.....	.....

TABLE V.
Accidents to Persons, State of Minnesota.

KIND OF ACCIDENT.	EMPLOYEES.									
	Trainmen.		Switchmen, Flagmen, and Watchmen.		Other Employees.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	3	71	3	26	.....	5	6	102	.....	.....
Falling from trains and engines.....	5	29	4	6	.....	7	11	42	.....	.....
Overhead obstructions.....	2	3	.....	3	.....	.....	2	6	.....	.....
Collisions.....	6	4	.....	.....	.....	5	6	9	.....	.....
Deraillments.....	1	7	.....	2	.....	1	1	10	.....	.....
Other train accidents.....	1	18	.....	1	.....	4	1	23	.....	.....
At highway crossings.....	.....	11	.....	.....	.....	32	8	46	.....	.....
At stations.....	5	20	3	6	8	158	15	184	.....	.....
Other causes.....	.....	.....	.....	.....	7	.....	.....	.....	.....	.....
Totals.....	23	163	10	47	17	212	50	422	.....	.....
KIND OF ACCIDENT.	OTHERS.									
	PASSENGERS.		Trespassing.		Not Trespassing.		Total.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.....	1	24	.....	.....	.....	.....	1	24	.....	.....
Deraillments.....	.....	53	5	12	1	1	6	66	.....	.....
Other train accidents.....	.....	18	.....	8	7	8	7	16	.....	.....
At highway crossings.....	.....	6	11	7	.....	4	11	21	.....	.....
At stations.....	2	10	46	27	2	4	50	41	.....	.....
Other causes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	3	111	62	54	10	21	75	186	.....	.....
Total of all classes.....	.....	.....	.....	.....	.....	.....	125	608	.....	.....

TABLE VI.
Accidents to Persons by Roads, 1896.

NAME OF ROAD.	TRAINMEN.		SWITCHMEN, FLAGMEN, WATCHMEN.		OTHER EMPLOYES.		PASSENGERS.		TRESPASSERS.		NOT TRESPASSERS.		TOTALS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Brainerd & Northern Minnesota	1	10	.....	.....	1	35	.....	.....	.....	.....	.....	.....	2	45
Chicago, Burlington & Northern .....	.....	2	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	6
Chicago, Milwaukee & St. Paul	2	7	.....	.....	1	1	.....	.....	.....	.....	.....	.....	16	15
Chicago & North-Western .....	.....	1	.....	.....	2	2	.....	.....	.....	.....	.....	.....	19	13
Chicago, St. Paul, Minneapolis & Omaha	3	8	.....	.....	3	2	.....	.....	.....	.....	.....	.....	2	36
Chicago Great Western .....	.....	21	.....	.....	1	22	.....	.....	.....	.....	.....	.....	15	54
Duluth, Missabe & Northern .....	.....	1	.....	.....	2	6	.....	.....	.....	.....	.....	.....	4	15
Duluth, Mississippi River & Northern .....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	8
Duluth, Red Wing & Southern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth & Iron Range	3	1	.....	.....	1	8	.....	.....	.....	.....	.....	.....	7	11
Great Northern	6	15	.....	.....	4	12	.....	.....	.....	.....	.....	.....	31	63
Eastern Railway of Minnesota .....	.....	4	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	9
Duluth & Winnipeg .....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	4
Minneapolis & St. Louis	3	9	.....	.....	.....	76	.....	.....	.....	.....	.....	.....	9	13
Minneapolis, St. Paul & Sault Ste. Marie .....	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	142
Minneapolis Eastern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific .....	.....	18	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	1	1
St. Paul & Duluth	1	40	.....	.....	5	38	.....	.....	.....	.....	.....	.....	7	43
Wisconsin Central .....	.....	2	.....	.....	9	1	.....	.....	.....	.....	.....	.....	4	124
Wisconsin, Minnesota & Pacific .....	.....	4	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	8	4
Winona & Western .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Willmar & Sioux Falls	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Totals	23	163	10	47	17	211	3	111	63	54	9	22	125	608

TABLE VIII.

Average Amount Received from Each Passenger Carried on Respective Roads for Ten Years.

[illegible]

TABLE XI.

Income Account of Operating Roads, Entire Line, 1896.

NAME OF ROAD.	Gross Earnings.	Operating Expenses.	Income from Operation.	Total Income, (including Income from Other Sources).	Interest on Funded Debt, Accrued.	Interest on Current Liabilities, Accrued.	Rentals Paid.	Taxes Paid.	Total Deductions (including other Deductions) from Income.
Brainerd & Northern Minnesota.....	\$227,657	\$161,307	\$66,350	\$66,350	.....	\$7,080	52	\$1,924	\$11,571
Burlington, Cedar Rapids & Northern.....	4,877,932	3,127,744	1,750,239	1,767,549	\$813,513	.....	11,666	127,246	1,014,624
Chicago, Burlington & Northern.....	2,093,158	1,616,618	446,540	456,040	680,950	.....	.....	83,191	787,713
Chicago, Milwaukee & St. Paul.....	32,837,156	18,800,011	14,037,104	14,151,961	7,611,928	.....	.....	1,082,083	8,751,571
Chicago & North-Western.....	33,997,621	20,932,203	13,065,417	13,737,725	7,046,201	.....	14,761	1,085,119	8,409,140
Chicago, St. Paul, Minneapolis & Omaha.....	8,117,233	5,027,726	3,089,503	3,274,836	1,447,916	.....	.....	3,11,510	1,769,426
Chicago Great Western.....	4,704,160	3,652,872	1,051,288	1,056,948	235,129	45,334	.....	144,000	1,424,464
Duluth, Mississippi River & Northern.....	1,791,980	851,345	1,210,635	1,227,169	285,000	.....	.....	27,548	1,320,621
Duluth, Missabe & Northern.....	1,145,327	91,031	54,293	54,293	33,250	.....	.....	1,453	34,703
Duluth, Red Wing & Southern.....	79,460	53,480	25,980	25,980	.....	17,325	.....	1,465	20,041
Duluth & Winnipeg.....	282,564	204,259	78,304	79,747	100,000	.....	.....	5,168	105,168
Duluth & Iron Range.....	2,307,636	1,084,120	1,223,515	1,246,335	573,292	.....	.....	69,659	657,744
Duluth Terminal.....	44,328	17,158	27,170	27,170	10,500	.....	.....	.....	10,500
Eastern Railway of Minnesota.....	1,916,320	881,716	1,034,604	1,038,438	235,000	.....	87,582	52,659	375,192
Great Northern.....	15,845,274	7,893,980	7,446,293	8,203,616	600,000	.....	4,783,015	528,053	5,911,069
Minneapolis.....	2,107,653	1,186,594	921,059	929,037	580,540	.....	.....	66,737	1,247,277
Minneapolis, St. Paul & Sault Ste. Marie.....	3,785,872	2,332,471	1,403,401	1,413,400	1,160,395	.....	41,739	96,678	1,298,744
Minneapolis Eastern.....	84,364	27,580	27,393	27,393	10,500	.....	.....	1,545	12,045
Northern Pacific.....	20,049,596	12,207,466	7,842,579	8,493,633	7,580,555	294,000	1,796,907	503,708	11,676,753
St. Paul & Duluth.....	1,587,862	1,224,017	363,845	441,944	186,000	.....	130,819	56,506	1,390,638
Wisconsin Central.....	2,257,862	1,620,477	637,385	997,105	128,700	.....	108,000	71,201	1,869,771
Willmar & Sioux Falls.....	627,344	270,672	356,672	356,672	181,250	.....	.....	19,401	200,651
Wisconsin, Minnesota & Pacific.....	328,860	126,061	112,788	113,673	.....	.....	.....	12,065	12,065
Winona & Western.....	158,559	129,663	28,895	28,895	86,250	.....	.....	5,783	132,454
Totals.....	\$139,756,092	\$33,375,502	\$56,380,618	\$59,305,922	\$29,551,799	\$363,739	\$6,974,491	\$4,370,702	\$45,137,155

TABLE XII.
Stock and Debt, Entire Line, 1896, for Mileage Operated.

NAME OF ROAD.	Capital Stock Outstanding.	Funded Debt Outstanding.	Total.	Amount per Mile of Road.	Mileage Proportion to Total of Stock, Debt and Liabilities.
Brainerd & Northern Minnesota.....	\$500,000	.....	\$500,000	\$4,807	\$500,000
Burlington, Cedar Rapids & Northern.....	7,255,000	\$15,765,000	22,998,000	21,788	2,021,250
Chicago, Burlington & Northern.....	9,853,000	12,825,000	22,678,000	66,537	1,573,771
Chicago, Milwaukee & St. Paul.....	72,923,161	139,161,000	212,084,161	34,512	33,567,127
Chicago & North-Western.....	66,318,820	131,522,700	197,841,320	39,801	16,496,820
Chicago, St. Paul, Minneapolis & Omaha.....	34,030,126	26,233,800	60,263,926	42,376	15,566,823
Chicago Great Western.....	51,117,706	4,080,554	55,198,260	65,304	9,276,433
Duluth, Missabe & Northern.....	2,512,500	5,514,277	8,026,777	59,183	8,076,777
Duluth, Mississippi River & Northern.....	4,800	665,000	669,800	19,137	669,800
Duluth, Red Wing & Southern.....	375,000	502,600	877,600	31,842	877,600
Duluth & Winnipeg.....	2,500,000	2,000,000	4,500,000	45,000	4,500,000
Duluth & Iron Range.....	500,000	9,832,000	10,332,000	59,774	10,332,000
Duluth Terminal.....	50,000	175,000	225,000	126,405	225,000
Eastern Railway of Minnesota.....	5,000,000	4,700,000	9,700,000	*138,996	5,847,369
Great Northern.....	425,000,010	4,700,000	430,000,000	60,093	12,978,488
Minneapolis & St. Louis.....	12,500,000	9,720,000	22,220,000	48,432	9,986,754
Minneapolis, St. Paul & Sault Ste. Marie.....	21,000,000	29,825,339	50,825,339	61,224	180,000
Minneapolis Eastern.....	180,000	150,000	330,000	56,256	44,621,696
Northern Pacific System.....	100,016,946	159,260,500	259,277,446	Av. 59,775	13,908,819
St. Paul & Duluth (including Duluth Short Line, etc.).....	10,887,268	8,922,000	19,809,268	64,253	1,643,591
Wisconsin Central.....	6,200,308	18,663,776	24,864,084	24,969	3,061,099
Willmar & Sioux Falls.....	1,500,000	8,625,000	10,125,000	23,108	4,107,678
Wisconsin, Minnesota & Pacific.....	5,000,000	.....	5,000,000	1,898	989,480
Winona & Western.....	100,000	1,150,000	1,250,000	27,632	36,887,959
St. Paul, Minneapolis & Manitoba.....	20,000,000	84,411,284	104,411,284	Av. 40,470	242,655,884
Totals.....	430,174,655	663,701,630	1,093,879,265		

*\$116,273 per mile after deducting \$1,283,000 invested in other properties than railroad.
†All apportioned to other properties and not included in footings here.

TABLE XII.—Continued.

NAME OF ROAD.	Net Income.	Deficit.	Dividends on Common Stock.	Dividends on Preferred Stock.	Surplus from Operation, 1896.	Surplus from Operation, 1895.	Deficit from Operation, 1895.	Surplus on June 30, 1896.	Deficit on June 30, 1896.
Brainerd & Northern Minnesota.....	\$54,778	.....	.....	.....	\$54,778	.....	.....	.....	.....
Burlington, Cedar Rapids & Northern....	752,933	.....	\$192,500	.....	580,433	.....	.....	\$57,926	.....
Chicago, Burlington & Northern.....	.....	\$331,673	.....	.....	.....	.....	\$1,295,386	2,248,782	\$1,627,060
Chicago, Milwaukee & St. Paul.....	5,400,389	.....	1,380,817	\$1,846,313	2,127,988	5,479,879	.....	7,683,868	.....
Chicago & North-Western.....	5,328,585	.....	1,953,082	1,568,975	1,811,527	7,759,502	.....	13,078,716	.....
Chicago St. Paul, Minneapolis & Omaha	1,505,409	.....	.....	787,976	717,433	2,322,641	.....	3,040,075	.....
Chicago Great Western.....	632,483	.....	.....	*470,490	161,993	.....	370,561	.....	208,568
Duluth, Missabe & Northern.....	.....	93,461	.....	.....	19,592	102,624	27,000	9,163	.....
Duluth, Miss. River & Northern.....	19,592	.....	.....	.....	5,938	29,523	303,686	35,486	7,407
Duluth Red Wing & Southern.....	5,938	.....	.....	.....	.....	.....	.....	.....	.....
Duluth & Winnipeg.....	.....	25,420	.....	.....	.....	.....	.....	.....	.....
Duluth & Iron Range.....	588,590	.....	.....	.....	588,590	1,763,281	.....	2,351,872	338,451
Duluth Terminal.....	16,670	.....	3,000	.....	13,670	.....	.....	.....	.....
Eastern Railway of Minnesota.....	713,236	.....	400,000	.....	313,236	1,122,395	.....	1,435,631	.....
Great Northern.....	2,292,547	.....	.....	1,250,000	1,042,547	3,613,311	.....	4,250,233	.....
Minneapolis & St. Louis.....	331,780	.....	.....	245,000	86,780	26,537	.....	105,832	.....
Minneapolis, St. P. & Sault Ste. Marie...	104,656	.....	.....	.....	104,656	.....	998,301	.....	993,936
Minneapolis Eastern.....	15,347	.....	.....	.....	15,347	.....	46,791	31,443	.....
Northern Pacific.....	.....	3,182,120	.....	.....	1,865,878	.....	321,199	1,135,030	2,187,078
St. Paul & Duluth.....	51,096	.....	.....	239,505	188,408	80,956	.....	.....	.....
Wisconsin Central.....	.....	166,666	.....	.....	166,666	.....	529,356	218,518	817,135
Willmar & Sioux Falls.....	166,021	.....	.....	.....	156,021	62,496	.....	.....	.....
Wisconsin, Minnesota & Pacific.....	101,608	.....	.....	.....	101,608	.....	.....	.....	.....
Winona & Western.....	.....	103,558	.....	.....	.....	1,534	.....	.....	102,023
Totals.....	\$18,071,658	\$3,902,898	\$3,929,399	\$6,403,259	\$7,882,137	\$24,056,174	\$3,892,280	\$24,631,132	\$6,308,101

† \$3,723,807 charged to cost of road.

* Guaranteed interest on 4 per cent debenture stock.

† \$242,482 Land and Stampage income added.

TABLE XIII.

Cost of Road and Equipment, Whole Line and Proportion for Minnesota, 1896.

NAME OF ROAD.	Cost of Construction and Equipment to June 30, 1895.	Cost of Same to June 30, 1896.	Cost Per Mile.	Proportional Cost of Same in Minnesota, on Mileage Basis.
Brainerd & Northern Minnesota	\$959,299	\$1,071,739	\$10,223	\$1,071,739
Burlington, Cedar Rapids & Northern	25,660,389	25,805,086	24,325	24,325
Chicago, Burlington & Northern	21,475,548	21,583,695	62,034	*1,465,094
Chicago, Milwaukee & St. Paul	211,168,036	211,830,735	34,471	38,193,582
Chicago & North-Western	182,520,142	173,556,820	31,835	14,438,086
Chicago, St. Paul, Minneapolis & Omaha	54,278,342	65,898,516	39,241	14,415,361
Chicago Great Western	53,071,268	58,683,947	64,249	9,126,611
Duluth, Mesabe & Northern	7,910,645	7,809,585	57,928	7,909,535
Duluth, Mississippi River & Northern	4,500,994	682,974	19,513	682,974
Duluth, Red Wing & Southern †	11,298,247	.....	.....	.....
Duluth & Winnipeg	11,298,247	4,503,229	45,032	4,503,229
Duluth & Iron Range	8,979,664	12,172,539	70,422	12,172,539
Duluth Terminal	114,461,974	9,411,921	137,342	214,469
Eastern Railway of Minnesota	21,776,936	114,889,278	130,016	6,537,504
Great Northern and St. P., M. & M.	45,287,718	22,006,860	30,915	41,181,253
Minneapolis & St. Louis	263,618	42,879	59,179	12,841,338
Minneapolis, St. Paul & Sault Ste. Marie ..	212,234,780	212,151,714	42,879	9,859,631
Minneapolis Eastern	6,404,150	.....	89,666	263,618
Northern Pacific .....	.....	.....	61,642	48,891,817
St. Paul & Duluth .....	.....	12,685,222	76,187	12,685,222
Willmar & Sioux Falls .....	.....	5,405,029	26,333	3,228,425
Winona & Western .....	.....	1,250,000	11,042	980,503
Total	\$994,184,336	\$991,923,694	\$42,145	\$242,872,277

* Actual cost in Minnesota, \$3,998,423.

† Not adjusted.

TABLE XIV.
Description of Equipment, Whole Line.

NAME OF ROAD.	Locomotives.	Passenger Cars.	Freight Cars.	Cars in Company's Service.	Cars Furnished Fast Freight Lines.	Leased Cars.
Brainerd & Northern Minnesota.....	11	1	24	381	.....	.....
Burlington, Cedar Rapids & Northern.....	131	76	4,491	136	.....	.....
Chicago, Burlington & Northern.....	58	36	3,350	31	.....	.....
Chicago, Milwaukee & St. Paul.....	833	766	27,155	817	.....	.....
Chicago & North-Western.....	1,010	847	34,437	627	.....	.....
Chicago, St. Paul, Minneapolis & Omaha.....	269	199	8,202	191	.....	.....
Chicago Great Western.....	97	86	4,559	134	.....	.....
Duluth, Missabe & Northern.....	26	8	2,065	20	.....	.....
Duluth, Mississippi River & Northern.....	7	3	32	2	.....	.....
Duluth, Red Wing & Southern.....	2	2	45	5	.....	.....
Duluth & Winnipeg.....	6	6	60	.....	.....	.....
Duluth & Iron Range.....	58	12	2,031	59	.....	.....
Eastern Railway of Minnesota.....	27	21	1,473	22	.....	.....
Great Northern.....	379	296	11,204	782	.....	.....
Minneapolis & St. Louis.....	72	45	2,333	66	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	105	64	5,851	139	.....	.....
Minneapolis Eastern.....	2	.....	.....	.....	.....	.....
Northern Pacific.....	626	429	18,077	2,033	.....	.....
St. Paul & Duluth.....	64	72	2,303	28	.....	.....
Wisconsin Central.....	111	79	5,493	42	.....	.....
Winona & Western.....	7	6	294	4	.....	.....
Totals.....	3,901	3,054	135,427	5,469	479	7,282

TABLE XV.
Officers and Employees, and Their Salaries, in Minnesota, 1896.

NAME OF ROAD.	General Administration.	Maintenance of Way and Structures.	Maintenance of Equipment.	Conducting Transportation.	Total.	Total Yearly Compensation.	Total Number Employed, Entire Line.	Total Yearly Compensation, Entire Line.	Average Daily Compensation.
Brainerd & Northern Minnesota	6	76	46	109	237	\$107,375	237	\$107,375	.....
Burlington, Cedar Rapids & Northern .....	.....	.....	.....	.....	159	84,536	3,030	1,746,818	\$1.85
Chicago, Burlington & Northern .....	.....	.....	.....	.....	.....	.....	1,407	826,295	1.88
Chicago, Milwaukee & St. Paul .....	.....	.....	.....	.....	.....	.....	20,245	12,460,923	1.96
Chicago & North-Western .....	.....	.....	.....	.....	1,410	767,658	24,206	13,141,818	1.99
Chicago, St. Paul, Minneapolis & Omaha	3	614	226	597	1,692	1,186,338	4,256	2,718,515	2.11
Chicago Great Western .....	.....	.....	.....	.....	534	424,225	2,620	1,756,364	1.84
Duluth, Missabe & Northern	137	125	84	188	990	367,651	890	367,651	1.97
Duluth, Mississippi River & Northern	24	345	76	545	990	42,942	89	42,942	1.76
Duluth, Red Wing & Southern	8	47	7	27	89	28,616	60	28,616	1.99
Duluth & Winnipeg	5	39	3	13	60	92,446	249	94,415	1.63
Duluth & Iron Range	11	120	13	50	214	578,599	1,580	578,599	1.97
Duluth Terminal	18	735	326	501	1,580	3,267	11	3,267	1.64
Eastern Railway of Minnesota .....	.....	.....	.....	.....	11	.....	.....	.....	.....
Great Northern	52	382	14	244	692	256,430	1,123	445,582	1.84
Minneapolis & St. Louis	327	2,751	1,256	2,184	6,518	2,648,397	12,752	4,898,542	1.91
Minneapolis, St. Paul & Sault Ste. Marie	41	270	238	338	887	562,851	1,125	730,116	2.11
Minneapolis Eastern	33	305	307	176	821	497,726	2,065	1,315,996	2.04
Northern Pacific	3	4	.....	13	20	13,004	20	13,004	2.22
St. Paul & Duluth	497	777	914	942	3,130	2,281,269	10,565	7,526,009	2.13
St. Paul & Central	61	327	284	379	1,001	659,970	1,029	673,341	2.03
Wisconsin .....	.....	.....	.....	66	100	61,485	.....	.....	.....
Willmar & Sioux Falls	27	162	.....	78	257	78,932	445	122,158	1.82
Wisconsin, Minnesota & Pacific	9	90	.....	77	176	106,285	205	121,454	1.70
Winona & Western	6	65	23	42	136	65,661	157	82,076	1.88
Totals	1,208	7,274	3,772	6,579	20,744	\$10,911,464	88,467	\$49,601,876	\$563.00

* Per Year.

TABLE XVI.

Statement of Railroad Gross Earnings in Minnesota for the Year Ending December 31, 1895, as Compared with 1894.

COMPANY.	Gross Earnings, 1895.	Tax, 1895.	Gross Earnings, 1894.	Tax, 1894.
Brainerd & Northern Minnesota.....	\$192,496.12	\$1,924.96	\$19,425.13	\$194.25
Burlington, Cedar Rapids & Northern.....	233,871.35	6,957.00	197,948.22	4,793.16
Chicago, Burlington & Northern.....	196,392.31	4,200.35	182,468.95	3,875.66
Chicago, Milwaukee & St. Paul.....	6,100,557.90	18,787.28	5,136,246.54	153,487.07
Chicago & North-Western.....	1,827,112.26	54,813.37	2,562,318.99	46,871.37
Omaha.....	3,143,566.89	94,093.00	2,916,618.27	87,259.73
Chicago Great Western.....	674,094.90	13,842.19	586,982.98	11,430.48
Duluth, Missabe & Northern.....	1,663,873.59	16,467.81	1,224,238.22	12,242.39
Duluth, Red Wing & Southern.....	3,265.43	1,461.81	78,049.31	1,960.99
Duluth & Winnebago.....	208,768.90	4,075.38	123,764.76	2,475.30
Dubuque & Sioux City.....	8,646.60	239.40	7,420.33	222.61
Duluth Transfer.....	27,111.55	542.22	25,244.56	444.66
Duluth Belt.....	2,999.00	59.98	2,237.65	44.75
Duluth & Iron Range.....	2,188,372.45	63,551.17	1,516,837.17	38,753.14
Duluth & Superior.....	70,729.33	707.29	.....	.....
Duluth, Mississippi River & Northern.....	1,304,246.11	80,604.48	1,031,408.95	25,182.04
Eastern Railway of Minnesota.....	7,457,995.72	223,721.87	6,537,776.52	196,133.80
Great Northern.....	.....	316.61	.....	b
Green Bay, Winona & St. Paul.....	1,564,378.05	46,916.34	1,410,438.15	42,313.14
Minneapolis & St. Louis.....	1,148,331.62	22,866.63	949,433.89	18,988.67
Minneapolis, St. Paul & Sault Ste. Marie.....	51,524.00	1,545.72	45,471.00	1,364.13
Minneapolis Eastern.....	63,904.25	1,278.08	45,019.00	1,450.19
Minneapolis Western.....	1,435.50	28.71	777.25	15.55
Minnesota Transfer.....	15,434.44	308.69	19,553.76	391.08
Minnesota Belt Line & Terminal.....	5,544,448.72	160,487.64	4,426,009.33	124,752.37
Northern Pacific.....	1,551,699.61	46,550.98	1,424,442.87	42,720.24
St. Paul & Duluth.....	20,937.17	418.74	20,937.17	418.74
St. Paul City & Northern.....	270,232.70	8,106.98	245,109.47	7,353.28
Wisconsin, Minnesota & Pacific.....	85,034.75	2,552.54	98,759.17	2,962.78
Railway Terminal Company of Minneapolis.....	129,022.80	3,738.68	117,593.00	2,552.20
Wisconsin Central.....	9,077.06	181.54	9,230.82	92.31
Western Bridge Company.....	123,128.68	2,462.57	126,121.10	2,522.42
Winona & Western.....	437,760.40	8,755.21	369,719.96	7,394.40
Willmar & Sioux Falls.....	12,851.25	257.03	44,753.47	895.07
Union Depot, Stillwater.....	.....	9.79	.....	a
South St. Paul Belt.....	.....	186.36	.....	b
Duluth, South Shore & Atlantic.....	.....	.....	.....	.....
Totals.....	\$36,218,978.53	\$1,009,224.40	\$30,473,366.00	\$840,109.48

*Seven years. †Eight years. a New road. b Not reported before.

REPORTS OF
CHIEF GRAIN INSPECTOR
AND
STATE WEIGHMASTERS
ON
GRAIN INSPECTION AND WEIGHING
FOR YEAR ENDING SEPTEMBER 1, 1896.

Ex. Docs. Vol. III—34

GRAIN INSPECTION DEPARTMENT

State of Minnesota,
Office of Chief Inspector of Grain,
St. Paul, Minn., Nov. 1, 1896.

The Railroad and Warehouse Commission,

Gentlemen: I herewith respectfully submit the eleventh annual report of the State Grain Inspection Department, covering its business for the crop year ending Aug. 31, 1896, to which are attached the reports of the several weighing and registration departments for the same period.

The total number of carloads of grain inspected "on arrival" at the four terminal points is as follows: Wheat, 210,917; corn, 3,006; oats, 12,762; rye, 2,676; barley, 7,463; flaxseed, 13,981; a total inspection of incoming grain of all kinds amounting to 250,805 carloads.

The inspection "out of store" for the same period was as follows: Wheat, 38,131 carloads and 46,732,484 bushels into vessels. The total amount of corn, oats, rye, barley and flaxseed was 9,811 carloads and 13,096,515 bushels into vessels (for details see Exhibit G), or a grand total of 47,942 carloads and 59,828,999 bushels "into vessels" of all kinds of grain inspected "out of store."

As compared with the volume of business transacted during any previous season in the history of the department, that of the past year is unsurpassed.

The nearest approach to it was the season of 1891-92, during which 221,546 carloads of grain were inspected "on arrival" and 68,634 carloads and 45,133,184 bushels "out of store."

In this connection attention is called to the remarkable increase in receipts of coarse grain and flaxseed over any former season. This is largely accounted for by reason of the growing tendency to abandon exclusive wheat culture and devote attention to some of the other cereals. The extension of the Great Northern Railway system into Southwest territory also accounts to an important extent for the increase of traffic at Northwestern points which was formerly tributary to Chicago.

As an indication of the relative receipts and shipments subjected to state inspection during the past eleven seasons, your attention is respectfully called to the subjoined table.

NUMBER OF CARLOADS INSPECTED "ON ARRIVAL."

CROP YEAR.	Number Cars Wheat.	Number Cars Corn.	Number Cars Oats.	Number Cars Rye.	Number Cars Barley.	Number Cars Flaxseed.	Total Number Cars.
Crop of 1885.....	93,561	1,148	1,543	5	652	744	97,653
Crop of 1886.....	113,980	1,777	3,505	21	374	678	120,335
Crop of 1887.....	116,096	2,893	2,878	26	1,079	880	123,852
Crop of 1888.....	75,734	6,185	2,795	55	1,800	909	87,478
Crop of 1889.....	108,227	13,060	7,220	87	761	1,299	130,654
Crop of 1890.....	117,141	4,401	6,413	403	1,634	2,681	132,673
Crop of 1891.....	200,081	5,662	6,362	649	3,129	5,662	221,546
Crop of 1892.....	168,137	4,873	5,796	691	4,195	2,653	186,345
Crop of 1893.....	133,628	9,939	5,036	446	4,110	2,901	156,080
Crop of 1894.....	135,505	1,774	6,837	779	4,017	2,844	151,756
Crop of 1895.....	210,917	3,006	12,762	2,676	7,463	13,981	250,805

INSPECTED "OUT OF STORE" INTO CARS.

CROP YEAR.	Number Cars Wheat, Including Winter.	Coarse Grain, Including Flax.	Total Number Carloads.
Crop of 1885.....	13,414	.....	13,412
Crop of 1886.....	24,004	.....	24,004
Crop of 1887.....	30,899	.....	30,894
Crop of 1888.....	31,210	965	32,179
Crop of 1889.....	30,941	5,526	36,465
Crop of 1890.....	44,015	6,749	50,767
Crop of 1891.....	58,838	9,796	68,634
Crop of 1892.....	46,995	8,361	55,354
Crop of 1893.....	32,026	8,489	40,516
Crop of 1894.....	33,788	3,641	42,425
Crop of 1895.....	38,131	9,811	47,949

INSPECTED "OUT OF STORE" INTO VESSELS.

CROP YEAR.	Number Bushels Wheat, Including Winter.	Coarse Grain, Including Flax.	Total Number Bushels.
Crop of 1885.....	14,518,813	110,967	14,629,780
Crop of 1886.....	21,310,663	206,468	21,547,131
Crop of 1887.....	16,867,410	206,568	17,073,978
Crop of 1888.....	5,561,111	1,428,069	6,989,180
Crop of 1889.....	17,416,788	3,575,480	20,992,268
Crop of 1890.....	14,807,431	1,792,871	16,600,302
Crop of 1891.....	44,189,798	943,388	45,133,184
Crop of 1892.....	34,228,818	857,317	35,086,135
Crop of 1893.....	20,926,482	1,103,887	22,030,369
Crop of 1894.....	21,788,720	2,681,871	24,470,591
Crop of 1895.....	46,732,484	13,096,515	59,828,999

CROP CONDITIONS.

The wheat crop of the past season, like several others which preceded it, had its blemishes. In all sections of the wheat area of the Northwest there were incidental troubles with smut, while some portions of the extreme northern or hard wheat belt suffered considerably in addition from early frost. The result is shown in the

reduced percentage of the No. 1 hard grade as compared with more favorable years. On the whole, however, the crop averaged well up in quality with that of the year previous.

Of the total number of cars of wheat received, 15,770 cars, or $7\frac{1}{2}$ per cent, inspected as No. 1 hard, as against $5\frac{1}{2}$ per cent the preceding year; 125,531 cars, or $59\frac{1}{2}$ per cent, graded No. 1 Northern, as against $67\frac{1}{2}$ per cent; 37,510 cars, or 18 per cent, No. 2 Northern, as against 13 per cent; 32,001 cars, or 15 per cent below No. 2 Northern, as against 14 per cent last year.

In the endeavor to properly and justly classify wheat which has been damaged from any cause, the department naturally encounters more or less difficulty and criticism. This is particularly true of frosted and smutty wheat. The former is bought sparingly by millers, and our grades on this class of wheat are scrutinized very closely; in most cases purchases are made by sample and grades cut a secondary figure. Smutty wheat, until a year ago, was tabooed by the trade both at home and abroad. Northwestern millers, however, with their usual energy and progressive spirit, have discovered and put into operation a mechanical device for the purpose of washing wheat which is tainted with smut and bringing it into prime condition for milling. This is accomplished at a comparatively small expense per bushel, and the benefits accruing to the farmer are seen in the advanced prices for this class of grain in our home markets. Smutty wheat, however, is not at all acceptable to Eastern buyers and millers, and they decline to use it except at a great discount, so that, at present, the market for this class of grain is practically confined to Northwestern territory.

FINANCES.

The amount of revenue received during the year for inspection service was \$124,949.30; for weighing service, \$115,110.27; interest on deposits and incidental earnings, \$1,883.30, or a total revenue of \$241,942.87.

The disbursements during the same period were \$174,808.24; leaving a net gain for the year of \$67,134.63. The balance on hand from last season was \$1,794.97, making a net balance on hand at the close of the season covered by this report of \$68,929.20. As the coming crop of the three states from which we principally derive our business promises not to exceed much over sixty per cent of the last one, the department is fortunate in having a sufficient surplus to tide them over the coming season and enable them to furnish

the high grade service which the conditions of the trade demand. The probability is that by the close of the present season, owing to largely decreased revenues, the surplus will have been reduced to normal figures.

A comparative exhibit of earnings, expenses, and balances follows herewith:

YEAR.	Earnings.	Expenses.	Balance on Hand, Including Interest on Deposits.
Year ending Aug. 31, 1886.....	\$63,471.29	\$62,184.90	\$287.20
Year ending Aug. 31, 1887.....	84,401.51	64,731.30	20,957.41
Year ending Aug. 31, 1888.....	90,731.96	81,496.98	30,192.41
Year ending Aug. 31, 1889.....	69,661.57	78,947.99	20,905.99
Year ending Aug. 31, 1890.....	103,204.07	91,961.08	32,148.98
Year ending Aug. 31, 1891.....	109,652.20	98,321.66	43,479.52
Year ending Aug. 31, 1892.....	173,701.75	132,428.22	84,753.05
Year ending Aug. 31, 1893.....	131,282.36	172,281.20	43,754.21
Year ending Aug. 31, 1894.....	119,792.15	156,834.59	6,711.79
Year ending Aug. 31, 1895.....	142,605.00	147,522.22	1,794.57
Year ending Aug. 31, 1896.....	241,942.87	174,808.24	68,929.20

DOCKAGE OF UNCLEANED WHEAT.

Out of 210,917 carloads of wheat inspected at St. Paul, St. Cloud, Minneapolis and Duluth, 195,451 cars were subjected to dockage on account of the foreign matter contained therein; 72,075 carloads were docked one-half pound per bushel, 79,680 one pound, 28,146 one and one-half pounds, 10,314 two pounds, 2,383 two and one-half pounds, 1,753 three pounds, and 1,100 over three pounds per bushel and at an average of four pounds.

There were received 15,466 cars on which no dockage was placed. Of these 3,110 contained wheat which had been suitably cleaned at interior points before shipment and 12,356 cars contained grain of a low grade or "sample" grain, which is always sold on its merits and on which no dockage was imposed.

At St. Paul the average dockage for the season was 17 ounces per bushel, at St. Cloud $17\frac{1}{2}$ ounces, at Minneapolis 16 ounces, and at Duluth $15\frac{1}{4}$ ounces per bushel. The slight variations in dockage between the several points can be ascribed largely to differences in quality and condition of wheat tributary to each market. The net average dockage at all points was $15\frac{3}{4}$ ounces per bushel.

REINSPECTIONS AND APPEALS.

Out of a total of 298,747 carloads of grain inspected "into" and "out of" store there were 15,229 calls for reinspection; in 8,935 cases the original inspection was sustained. In 5,567 cases the

grade was raised; in 233 cases the grade was lowered, and in 494 cases the dockage was changed. Appeals from the decisions in these reinspections were made to the railroad and warehouse commission in but seventeen cases, in ten of which the decisions of the chief deputy inspector were changed and in seven cases sustained. The number of errors made in the inspection work of the past year, as indicated by the changes above stated, was 6,304, or at the rate of one error in forty-one cars inspected. Considering the character of a considerable portion of the crop and the difficulties encountered in consequence, the above showing may justly be regarded as favorable.

THE DEPARTMENT FORCE.

The average number of employes engaged in all branches of the department during the season was 148, classified as follows: One chief inspector, four chief deputy inspectors, two first assistant deputies, sixteen deputies, six sub-deputies, two flax inspectors, five assistant flax inspectors, and twenty helpers in the inspection department. In the weighing department, four state weighmasters, sixty-eight deputy weighmen and two scale experts. In the registration department, one warehouse registrar and two assistant registrars. The clerical force in all departments consists of eleven clerks and three stenographers. There is, also, one supervisor of country elevators. The number of persons employed during the year ranged from 130 to 158, the force being largest during the heavy movement of grain in the fall months and curtailed when the rush of business was over.

One feature of our work which has attracted attention and given great satisfaction to grain shippers, receivers and the railroad companies is rapid service. However large the receipts may be, the inspection is promptly performed each morning and all reported at the general offices before 11 o'clock a. m. This permits sale and disposition on day of arrival, early remittances to country shippers, rapid return of empty cars to country points, and prevents expensive demurrage charges.

We feel warranted in asserting that, in this respect, the record of the department is not surpassed, if equaled, by any similar department in the country. Our relations with the producers and with all branches of the trade have been unusually pleasant and satisfactory during the past season; criticism and complaint has almost entirely disappeared.

STATE SEALING.

The sealing system is in successful operation at St. Paul, Minneapolis and Duluth. That this measure of safety and protection for grain lying in railroad yards at terminal points awaiting disposition is practical and in a large measure efficacious, admits of no question. Complaints of pilfering by track thieves have been reduced to a gratifying extent. A careful examination and report of the condition of each car is made prior to the inspection of its contents, which frequently proves valuable in determining the cause of reported shortage. The reports from the three inspection districts show that but a slight percentage of cars arrive in bad condition, as compared with the whole number received. At Minneapolis out of a total of 134,868 cars which were inspected, 414 doors were found without seals, 242 cars in leaky condition, 471 open end doors, and 11 open side doors. At Duluth out of a total of 113,638 cars, there were 165 doors without seals, four cars in leaking condition, nine open end doors, and seventeen open side doors. At St. Paul, out of 1,269 cars there were sixty-four doors without seals, one leak, one open end door, and seventy-four open side doors.

THE COUNTRY WAREHOUSE LAW.

Chapter 28, Laws of 1893, commonly known as the "country warehouse law," at the time of its enactment was regarded by many as merely experimental legislation and of somewhat doubtful utility. Three years of operation and experience under its provisions has satisfied its opponents generally that it was wise, beneficial and needed legislation. This branch of the work is under the charge of Mr. R. C. Burdick, who was the first chief inspector of grain in this state and whose many years of experience in the operation of country elevators as well as at terminal points renders his services in this connection of the greatest value. His duties are to see that all country elevators on the right of way of railroads at interior points which come within the purview of the law are duly licensed and operated in accordance with its requirements and provisions. In the discharge of such duties he spends a portion of his time visiting country elevators, observing their methods, comparing grades and dockages with those at terminal points and investigating causes of specific complaint which may have been formally lodged with the railroad and warehouse commission. The result is seen in a closer conformity by country buyers to the standards in force at terminal points, and generally improved methods. The re-

lations between the farmer and country buyer are characterized by an absence of much of the antagonism and suspicion which formerly existed. Whenever any doubt exists as to the proper grade of any lot of grain at country points either or both parties interested are at liberty to submit a sample of the grain to the chief inspector at St. Paul, who determines what such grain would grade at terminal points, and who thus acts as an arbiter or adviser in the settlement of disputes at country stations. During the past season many controversies have been adjusted by this method. The total number of country elevators and warehouses in this state at present operating under the law is 1,133. In connection with this branch of the service, and in accordance with the requirements of chapter 30, Laws of 1893, there are constantly kept on file for public inspection market journals showing prices of grain and farm products in Liverpool, London, New York, Buffalo, San Francisco, Minneapolis and Duluth. Weekly bulletins are issued and published in leading Northwestern papers showing the prices paid in the different markets, also the rates of freight by lake, rail, or ocean, and all other charges which would attach to shipments from the Northwestern markets to the seaboard and abroad.

A REVIEW OF DEPARTMENT WORK.

In the foregoing general review of the past year's work, it will be seen that this branch of state administration is charged with important duties and increasing responsibilities. Its business has assumed large proportions. It necessitates careful, methodical management in the selection of employes and in the discharge of its various duties. Its support being derived from fees contributed solely by those who are benefited by the services performed, it is in no sense a tax upon the general public, but self-sustaining. As an illustration of its development, in 1885, the year of its inception, there were but fifty-four persons employed, while at the present time there are 145. The annual receipts of grain have increased during the same period from 97,653 carloads to 250,805 carloads; its annual earnings from \$63,471.29 to \$241,942.87; its expenditures from \$62,184.90 to \$174,808.24. During the same period the average cost to the owner of grain for the combined service of inspection and weighing has decreased from one and one-third mills per bushel to two-thirds of a mill per bushel.

At the commencement of the work in 1885, selections for the various positions in the department were made from the best men

available. Many of the inspectors being equipped only with local experience, found themselves frequently in a quandary when confronted with grain of different varieties from sections with which they were not familiar. Frequent errors and considerable dissatisfaction resulted. It became apparent that, if the new system was to be of any practical utility, it must be conducted upon some other basis than chance appointments. The remedy was clear, and was found in a system of classification of employes, a careful course of training and education, to be followed by promotion as an incentive to faithful, conscientious work. In the year 1889, on assuming charge of the department, I ventured to lay these views before the railroad and warehouse commission and found a ready acquiescence and approval in the plan proposed. Since that time the work has been conducted upon this basis, and whatever degree of improvement and success it may have attained is due, in my judgment, almost wholly to the methods pursued. The department is now practically on a civil service basis. Its usefulness to the public was never before so heartily acknowledged and recognized. The several governors who have administered the affairs of the state during this period of its evolution have, without exception, conceded the necessity for such a system and have not attempted to urge new appointments which could have been given only by displacing trained public servants, whose services were indispensable to the successful operation of the department. Your honorable board will bear me out in the assertion that no executive has treated the department with more consideration in this respect than His Excellency Governor Clough. Taking into consideration that such a system is universally conceded to be a necessity in order to insure an efficient performance of this important work, I feel that I cannot too strongly urge the necessity for the continuance of such a policy.

The Minnesota system is recognized as the best equipped in the United States, and it has served as a model for newly established systems in other states. The inspection, weighing and registration departments are integral parts of a complete whole, and serve not only as a check upon each other, but upon the transactions of the public warehousemen. In view of this fact, receipts issued from the terminal public warehouses of Minnesota are regarded as the very best and safest form of collateral by local and Eastern banks and moneyed institutions, and advances are made upon this security below normal rates of interest.

In New York the utmost confidence is placed in Minnesota grades, and all grain purchased by New York buyers is accepted at the Duluth docks without question when accompanied by our certificates of inspection. No other system in this country enjoys similar prestige and distinction.

HOW GRAIN IS INSPECTED AND WEIGHED.

Notwithstanding the system of state inspection and weighing has been in operation for over eleven years, there are still many who are not conversant with the methods of the department, as shown by frequent letters of inquiry concerning subjects which should be familiar to every person connected with the business of producing or handling grain in the Northwest. Under the circumstances a brief review of the operation of the system may prove acceptable.

The inspection department is under the supervision of a chief inspector, who is appointed by the railroad and warehouse commission, and is divided into four districts,—St. Paul, Minneapolis, St. Cloud and Duluth each comprising a district. In each of these districts a chief deputy inspector has direct control of the work, and has in charge as many deputies and helpers as the work requires. Each district, also, has a weighing department in charge of a state weighmaster, with such number of deputy weighmen as he may require.

All appointments are made by or with the approval of the commission. All employees are carefully selected, with due regard to age, character, intelligence and general fitness for the position to which they may be assigned.

Employees are divided into classes in accordance with their length of service, skill and experience. New appointees are placed in subordinate positions and promoted as opportunities offer and their progress in knowledge and usefulness justifies.

The compensation of employees varies in accordance with the importance and responsibility attached to the work in which they are engaged. Removals rarely occur and are made for cause, such as inattention to duty, incompetency, or similar reasons.

The different grades of grain are established in accordance with the provisions of law, on or before the fifteenth day of September in each year, by the railroad and warehouse commission, after due notice to producers, shippers, consumers and others interested, from whom suggestions are invited and carefully considered. Copies of established grades are obtainable upon application.

All grain arriving at terminal points, except such as is billed to points beyond, is subject to state inspection and weighing. On arrival of cars, an inspector's helper proceeds to examine the cars for evidence of leakage or bad condition, making a record accordingly. He also records the number of the railroad seals before opening the cars preparatory for inspection. The inspector follows and carefully inspects each car of grain, making a complete record of grade and dockage and his reasons for the same. After all the cars are thus inspected, the result is reported at the office of the chief deputy inspector, where all persons interested secure their information. The helper is left on track to carefully close each car door and secure the same with a state seal, the number of which is also made a matter of record.

Persons feeling aggrieved at the decision of the inspector in any case may file an order for re-inspection, which is promptly attended to by the chief deputy inspector; and in case of continued dissatisfaction, appeal may be made to the railroad and warehouse commission, whose decision is final.

On arrival of car at final point of destination (elevator, mill, or delivery track), it is taken in charge by a state weighmaster, who carefully weighs the contents before delivery and makes his report of all such weighings at the offices of the state weighmaster. Certificates of inspection and weight are furnished upon application, without charge. All scales on which state weighing is done are under the constant supervision of scale experts employed by the department.

Deputy inspectors and weighmen are required to give a bond of \$5,000, conditioned upon a faithful performance of their duties.

MINNESOTA INSPECTION AT WEST SUPERIOR.

In the latter part of November, 1886, eighteen months after state inspection had gone into full operation at Minnesota terminal points, the Great Northern Elevator "A," with a capacity of 1,800,000 bushels, at West Superior, Wis., was completed and in readiness for operation. It was constructed for the purpose of facilitating the handling of the vast and increasing quantities of grain produced along the Great Northern railway lines in Minnesota and Dakota, which was seeking the Duluth market and an outlet by way of Lake Superior. In connection with its elevator system the company built extensive railway yards to establish adequate facilities for handling its cars.

At this time the board of trade at Duuth had been in existence for many years. Duluth had been the point of concentration for Northwestern grain seeking cheap transportation to the markets of the world. Its grain business had expanded from 560,000 bushels in 1871 to 23,000,000 bushels in 1886. Large grain elevators and warehouses had been constructed to accommodate its increasing grain trade, until a storage capacity of over 8,000,000 bushels had, at the time, been reached. The Minnesota system of inspection, weighing and registration had been in successful operation for one and a half years. Duluth grades had acquired an enviable reputation for their excellence and uniformity, and the state supervision of public elevators had added to the already high character of Duluth warehouse receipts and enhanced their value in Eastern markets and money centers.

At this period no board of trade or organization of grain dealers was in existence at West Superior, from the fact that, outside of incidental shipments of grain for local consumption, no consignment of grain had ever been made to this point. The first train load of grain ever consigned to Superior was received after the completion of the Great Northern elevator, and was received into that house on Dec. 9, 1886.

In order to afford its patrons proper facilities for marketing their grain and to secure for itself equal advantages with Duluth warehousemen in its business of handling, storing and shipping grain, the Great Northern Elevator Company applied to the Railroad and Warehouse Commission of Minnesota for the extension of the inspection and weighing system to the Wisconsin side of the bay.

Their request was supplemented by petitions from numerous country shippers and grain dealers at interior and terminal points, and after careful consideration of the various interests involved, and no objections being raised by the Wisconsin authorities or the citizens of Superior, the commission agreed to extend the service to the Wisconsin side, provided the Great Northern Elevator Company would enter into an agreement to transact its business in strict conformity with the provisions of the Minnesota warehouse laws and the rules and regulations of the commission, furnishing at the same time good and sufficient bonds for a faithful fulfillment of these conditions. This being agreed to, the Duluth Board of Trade brought the matter to a conclusion by the adoption of a resolution declaring the Great Northern elevator and its receipts for grain

stored therein regular on their board, the elevator company in the meantime having entered into a bond to said board conditioned that their general offices should be established and maintained in Duluth and that their business should be conducted strictly according to the laws of Minnesota and the rules and usages of the Duluth Board of Trade.

Since this arrangement went into effect in December, 1886, there have been large accessions to the elevator capacity on the Wisconsin side. The erection of the Great Northern "A" was followed by a companion house of 1,000,000 bushels, designated as Great Northern "X." The Duluth Elevator Company in 1887 completed a system of three houses with an aggregate capacity of 4,500,000 bushels. In 1893 the Superior Terminal Elevator Company and the Belt Line Elevator Company each erected at Old Superior plants having a capacity of 1,750,000 bushels each, making a total storage capacity in public warehouses of 10,800,000 bushels. All of these houses are being operated under similar conditions which were exacted in the first instance from the Great Northern Elevator Company. Our work on the Wisconsin side had been conducted in precisely the same manner as on the Minnesota, without friction and with apparently universal satisfaction, until the enactment by the Wisconsin legislature of 1895 of a measure to regulate the inspection and weighing of grain and for the control of certain public warehouses in that state.

The passage of the measure was secured through the efforts of business men of West Superior in connection with members of the Superior Board of Trade, the latter organization having been formed some time prior to this for the purpose of establishing a grain business independently of Duluth.

The provisions of the Wisconsin law were similar in many features to that of Minnesota, but differed in the respect that it confined its operations to but one point in the state, the City of Superior, and delegated full power and authority to the Superior Board of Trade to enforce its provisions.

In the spring of 1895 this department was notified by the secretary of the board that, although the statute was in force and effect, there was no immediate desire on the part of their organization to commence operations under it, and the request was conveyed that the Minnesota system should be continued until farther notice. This was complied with by the Minnesota commission upon the execution of an agreement by the Superior Board of Trade that such inspection and weighing should be permitted to continue as

heretofore, without interference in any way by said board of trade until due notice should be given of their desire for its discontinuance, such notice not to take effect until the thirty-first day of August of any crop year, the notice to be given at least ninety days prior to said date. The work continued without interference or friction until May 29, 1896, on which date the commission was again notified by the secretary of the Superior Board of Trade of the desire of that body for a discontinuance of the Minnesota system after Aug. 31, 1896. The notice having been given in accordance with the terms previously agreed upon, the commission accepted the same, with the counter-notice that the system would be withdrawn on the date stated, and public notice to the same effect was conveyed to all parties interested.

On Oct. 16, 1896, the Minnesota service was again restored to the Superior side as a result of action taken by the Board of Trade at that point, which is embodied in the following resolutions adopted by that body, a copy of which was transmitted to your honorable board under date of Oct. 14, 1896:

Resolved, That the inspection and weighing under the rules of the Board of Trade of Superior be discontinued after Thursday, Oct. 15, 1896, and that the chief inspector and weighmaster and all assistants be relieved from further duty on said date, provided that the weighmaster shall continue until the 16th of October, 1896, for the purpose of weighing "in" the grain inspected prior thereto under said board of trade inspection.

Resolved, That the Railroad and Warehouse Commission of the State of Minnesota is hereby authorized and requested to reinstate the inspection and weighing system at Superior, Douglas county, Wis., under the laws of the State of Minnesota and the rules and regulations of said commission, and to receive and collect such fees for such weighing and inspection as may from time to time be established by said commission, it being understood that such grades and fees shall at all times be uniform with those in force and effect in Duluth, Minn. Second, that in consideration of said service, the Board of Trade of Superior hereby agree with said commission that in case they accede to this request and continue Minnesota inspection and weighing as before stated at Superior, Wis., such inspection and weighing shall be permitted to continue without interference in any way by said board of trade, its officers or agents.

Adopted Oct. 14, 1896.

J. J. ATKINSON,
Secretary.

The history of both the Minnesota and the Superior Board of Trade inspection during the six weeks interval in which the new system was in operation is replete with incidents of an interesting character, concerning which the public is familiar and which it is unnecessary to enlarge upon. The citizens of Superior were undoubtedly actuated in their undertaking by reasonable and most natural motives, and if the venture proved unsuccessful, it was not for lack of enterprise, loyalty and strenuous effort on their part, but by reason of insurmountable conditions. Whatever temporary

animosities may have been engendered, were not shared, I am certain, by any member of this department. Our position during the controversy was naturally an unpleasant and embarrassing one, but at no time unfriendly. It was a matter in which we had no right or desire to participate except so far as to protect the interests of those who were entitled to such protection and to the extent of our jurisdiction.

In submitting this outline of our work at Superior during its ten years' history, as requested by your honorable board, permit me to state that my connection with the department in its early days and my knowledge of the sentiments of the first commission on the original question of extending the system to the Wisconsin side, enables me to state that it was not decided affirmatively without some hesitation and misgivings as to its advisability. That board fully appreciated the fact that the concession was a departure from the intention of the law, and they were governed solely by the belief, based upon the representations and assurances of the many persons interested, that the interests of grain producers and dealers in our own state would otherwise be seriously injured, and justified their course in the fact that they were charged by the law to "exercise a constant supervision over the grain interests of the state."

Each succeeding board of commissioners has ratified the action then taken and manifested a disposition to pursue the same policy in behalf of the grain interests of the state, so long as it could be done consistently and with general approval and satisfaction. The attitude of the commission has, at all times, been clear and unequivocal on this question. Fully appreciating that their operations on Wisconsin territory were conducted simply by courtesy and on invitation, they have at all times been prepared and willing to withdraw, without question or argument, upon request from proper authority, or whenever the service might be deemed unnecessary and undesirable.

Since the date of renewal of the work at Superior, it is a pleasure to state that it has progressed smoothly and with apparently greater satisfaction than at any previous time. It has been my earnest aim to furnish a prompt, impartial and efficient service fully equal in all respects to that at any of our terminal points.

STATISTICS.

I respectfully invite the attention of your honorable board to the several tables accompanying this report, which are comprised

in Exhibits "A" to "L," and which contain important and interesting information in detail relative to the transactions of the various branches of the department during the past crop year.

It only remains, in conclusion, to accord due credit to each of the chief deputies in charge of the work at the four terminal points, for the zeal, fidelity and intelligence displayed by them in the performance of their labors, and to acknowledge the conscientious and efficient efforts of each and all members of the department, in their endeavors to discharge their duties.

Very respectfully, yours,

A. C. CLAUSEN,
Chief Inspector of Grain.

EXHIBIT "A."

Statement of Earnings and Expenses from Sept. 1, 1895, to Aug. 31, 1896.
EARNINGS.

DATE.	MINNEAPOLIS.		DULUTH.		ST. PAUL.		ST. CLOUD.		TOTALS.
	Inspection Department.	Weighing Department.	Inspection Department.	Weighing Department.	Inspection Department.	Weighing Department.	Inspection Department.	Weighing Department.	
September, 1895.....	\$6,894.50	\$6,595.20	\$9,925.14	\$8,254.78	\$103.00	\$241.52	\$71.50	\$63.50	\$32,149.14
October, 1895.....	8,692.00	8,095.65	12,687.33	9,865.62	274.18	380.75	51.00	50.50	40,097.02
November, 1895.....	6,661.25	6,165.95	12,453.74	10,773.85	178.0	282.00	55.50	50.50	36,634.29
December, 1895.....	5,024.00	4,886.65	5,115.63	4,137.52	119.25	190.32	43.50	41.00	13,559.87
January, 1896.....	3,728.75	3,437.25	1,043.50	1,777.85	83.00	91.25	23.50	25.00	5,232.10
February, 1896.....	3,107.50	3,089.50	1,845.85	1,395.20	154.00	189.50	19.00	20.00	9,780.35
March, 1896.....	2,894.25	2,970.35	1,929.25	1,463.75	141.25	229.10	53.00	48.50	9,709.45
April, 1896.....	2,358.00	2,491.50	3,541.67	3,036.01	58.50	61.00	22.00	26.00	11,694.68
May, 1896.....	2,259.25	2,378.55	6,829.45	6,653.37	45.25	70.19	37.50	31.50	18,315.06
June, 1896.....	2,553.00	2,675.80	5,780.23	5,378.57	42.00	80.75	37.00	38.00	16,555.35
July, 1896.....	2,422.00	2,489.10	5,524.79	5,470.32	103.75	111.75	53.50	54.50	16,734.71
August, 1896.....	2,943.01	3,608.50	6,926.28	6,125.40	20.25	10.00	47.00	46.50	19,727.34
Totals.....	\$49,540.51	\$49,334.40	\$73,562.86	\$63,842.24	\$1,327.93	\$1,938.13	\$518.00	\$495.50	\$240,099.57

EXHIBIT "B."

Receipts and Disbursements.

RECEIPTS.

1895.			
Sept.	Inspection department.....	\$16,994.14	
	Weighing department.....	15,155.00	
			\$32,149.14
Oct.	Inspection department.....	\$21,704.51	
	Weighing department.....	18,392.52	
			40,097.03
Nov.	Inspection department.....	\$19,351.99	
	Weighing department.....	17,272.30	
			36,624.29
Dec.	Inspection department.....	\$10,304.38	
	Weighing department.....	9,255.49	
1896.			19,599.87
Jan.	Inspection department.....	\$4,880.75	
	Weighing department.....	4,351.35	
			9,232.10
Feb.	Inspection department.....	\$5,086.35	
	Weighing department.....	4,694.20	
			9,780.55
Mar.	Inspection department.....	\$5,017.75	
	Weighing department.....	4,691.70	
			9,709.45
April.	Inspection department.....	\$5,980.17	
	Weighing department.....	5,614.51	
			11,594.68
May.	Inspection department.....	\$9,171.45	
	Weighing department.....	9,143.61	
			18,315.06
June.	Inspection department.....	\$8,412.23	
	Weighing department.....	8,123.12	
			16,535.35
July.	Inspection department.....	\$8,109.04	
	Weighing department.....	8,625.67	
			16,734.71
Aug.	Inspection department.....	\$9,936.54	
	Weighing department.....	9,790.80	
			19,727.34
			\$240,059.57
	Received from interest on deposits.....		1,252.30
	Received from licenses		631.00
	Total receipts from all sources.....		\$241,942.87

DISBURSEMENTS.

1895.			
Sept.	Inspection department.....	\$6,809.74	
	Weighing department.....	7,197.30	
	Registration department.....	387.13	
	General office.....	681.73	
			\$15,075.90
Oct.	Inspection department.....	\$7,992.82	
	Weighing department.....	7,531.00	
	Registration department.....	406.43	
	General office.....	650.19	
			16,580.44

Nov.	Inspection department.....	\$7,380.03	
	Weighing department.....	7,603.69	
	Registration department.....	401.38	
	General office.....	667.03	
			16,052.13
Dec.	Inspection department.....	\$7,040.98	
	Weighing department.....	7,269.57	
	Registration department.....	397.76	
	General office.....	671.93	
1896.			15,380.24
Jan.	Inspection department.....	\$5,905.62	
	Weighing department.....	6,770.19	
	Registration department.....	398.88	
	General office.....	661.23	
			13,735.92
Feb.	Inspection department.....	\$5,788.34	
	Weighing department.....	6,887.08	
	Registration department.....	397.63	
	General office.....	748.55	
			13,821.60
Mar.	Inspection department.....	\$5,957.38	
	Weighing department.....	6,679.74	
	Registration department.....	399.13	
	General office.....	663.73	
			13,699.98
April.	Inspection department.....	\$5,985.72	
	Weighing department.....	6,830.84	
	Registration department.....	397.13	
	General office.....	694.95	
			13,908.64
May.	Inspection department.....	\$6,015.45	
	Weighing department.....	6,905.77	
	Registration department.....	408.63	
	General office.....	662.23	
			13,992.08
June.	Inspection department.....	\$6,078.17	
	Weighing department.....	6,646.18	
	Registration department.....	397.63	
	General office.....	666.68	
			13,788.66
July.	Inspection department.....	\$6,242.14	
	Weighing department.....	6,747.64	
	Registration department.....	397.63	
	General office.....	924.41	
			14,311.82
Aug.	Inspection department.....	\$6,428.49	
	Weighing department.....	6,912.02	
	Registration department.....	423.88	
	General office.....	696.44	
			14,460.83
	Total disbursements.....		\$174,808.24
	Gain for year.....		\$67,134.63
	Aug. 31, 1895, balance on hand.....		1,794.57
	Aug. 31, 1896, balance on hand.....		\$68,929.20

EXHIBIT "D."

Statement of "In Inspection" of Spring Wheat in Carloads, by Grades, at Minneapolis, Duluth, St. Paul and St. Cloud, Season of 1895, from Sept. 1, 1895, to Aug. 31, 1896.

MINNEAPOLIS.

MONTHS.	No 1. Hard.	No. 1 North- ern.	No. 2 North- ern.	No. 3.	Reject'd	No Grade.	Totals.
September	153	7, 187	3, 795	670	3, 717	251	15, 773
October	80	11, 234	4, 994	2, 906	2, 087	208	21, 509
November	22	8, 504	3, 650	2, 459	1, 844	81	16, 560
December	10	6, 220	2, 397	3, 275	1, 145	95	13, 142
January	40	6, 107	1, 935	1, 565	482	51	10, 180
February	51	4, 870	1, 229	1, 121	382	39	7, 692
March	57	4, 778	1, 274	1, 076	306	33	7, 524
April	54	3, 792	914	576	185	28	5, 149
May	37	2, 868	835	480	151	23	4, 394
June	26	3, 746	868	665	210	28	5, 583
July	25	2, 940	722	630	237	100	4, 654
August	10	2, 112	999	535	172	106	3, 934
Totals	565	64, 358	23, 612	15, 958	10, 985	1, 043	116, 494

DULUTH.

September	2, 228	8, 285	2, 492	483	330	134	13, 952
October	2, 085	8, 219	2, 240	491	235	37	13, 307
November	1, 675	9, 962	2, 560	465	273	48	14, 983
December	1, 219	5, 362	1, 847	320	171	30	8, 949
January	237	1, 632	398	35	21	3	2, 326
February	748	2, 840	690	84	22	6	4, 590
March	749	3, 189	746	73	43	12	4, 812
April	501	2, 406	555	63	27	11	3, 563
May	1, 220	3, 532	425	32	12	2	5, 223
June	1, 328	5, 881	639	78	56	17	7, 969
July	952	4, 082	564	75	45	35	5, 753
August	2, 255	4, 768	467	91	40	48	7, 449
Totals	15, 197	60, 158	13, 803	2, 290	1, 275	383	93, 106

ST. PAUL.

September	3	6	3	1	.....	.....	13
October .....	.....	31	1	1	1	2	36
November .....	.....	2	2	.....	.....	1	5
December .....	.....	9	.....	1	.....	.....	10
January .....	.....	13	.....	.....	.....	.....	13
February .....	.....	.....	1	.....	.....	.....	1
March .....	.....	2	.....	.....	.....	45	47
April .....	.....	2	.....	.....	.....	2	4
May .....	.....	.....	.....	1	.....	.....	1
June .....	.....	3	.....	.....	.....	.....	3
July .....	.....	5	1	.....	.....	.....	6
August .....	.....	10	5	.....	.....	1	16
Totals	3	78	17	5	1	51	155

ST. CLOUD.

September .....	.....	133	10	.....	.....	.....	143
October	2	94	3	.....	3	.....	102
November	2	106	3	.....	.....	.....	111
December	1	86	4	.....	.....	.....	91
January .....	.....	40	9	.....	2	.....	51
February .....	.....	34	4	.....	.....	.....	38
March .....	.....	100	1	3	2	.....	106
April .....	.....	43	1	.....	.....	.....	44
May .....	.....	74	1	.....	.....	.....	75
June .....	.....	58	16	.....	.....	.....	74
July .....	.....	89	12	.....	.....	.....	101
August .....	.....	80	14	.....	.....	.....	94
Totals	5	937	78	3	7	.....	1, 030

EXHIBIT "E."

Statement of "Out Inspection" of Spring Wheat at St. Paul, Minneapolis and Duluth,
Season of 1895, Sept. 1, 1895, to August 31, 1896.

MONTHS.	ST. PAUL.	MINNEAPOLIS	DULUTH.		Total Cars.	Total Bushels in Vessels.
	Number Cars.	Number Cars.	Number Cars.	Bushels in Vessels.		
September.....	258	5,281	945	4,648,523.00	6,484	4,648,523.00
October.....	326	5,294	308	7,279,925.40	5,928	7,279,925.40
November.....	135	4,287	145	8,681,188.50	4,567	8,681,188.50
December.....	149	1,784	70	2,105,875.10	2,003	2,105,875.10
January.....	95	1,086	98	.....	1,279	.....
February.....	396	1,820	228	.....	2,444	.....
March.....	270	709	161	.....	1,140	.....
April.....	22	1,593	157	2,525,119.20	1,772	2,525,119.20
May.....	21	2,291	67	7,248,842.10	2,379	7,248,842.10
June.....	11	1,729	14	3,638,408.00	1,754	3,638,408.00
July.....	5	3,194	180	5,106,945.20	3,379	5,106,945.20
August.....	6	4,887	109	5,497,656.50	4,996	5,497,656.50
Totals.....	1,694	33,955	2,482	46,732,484.20	38,131	46,732,484.20

EXHIBIT "F."

"In Inspection" of Coarse Grain (including Winter Wheat) in Car Lots, by Roads,
in Minneapolis, Duluth and St. Paul, for the Season of 1895—Sept. 1, 1895,
to Aug. 31, 1896.

MINNEAPOLIS.

ROADS.	Winter Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.	Totals.
Breckenridge Division.....	6	369	1,126	370	1,037	441	3,349
Fergus Falls Division.....	29	3	142	108	200	188	670
Chicago, Milwaukee & St. Paul.....	.....	157	2,814	203	128	1,736	5,038
Minneapolis & St. Louis.....	2	512	722	39	45	500	1,820
Minneapolis, St. Paul & Sault Ste. Marie....	.....	.....	251	201	41	905	1,398
Northern Pacific.....	76	7	99	88	177	110	557
Chicago, St. Paul, Minneapolis & Omaha...	3	1,434	2,304	70	222	208	4,241
Chicago Great Western.....	.....	3	1,036	13	33	15	1,100
Minnesota Transfer.....	.....	.....	57	.....	3	141	201
Totals.....	116	2,485	8,551	1,092	1,886	4,244	18,374

DULUTH.

Northern Pacific.....	8	5	718	442	1,100	3,287	5,560
Eastern Minnesota.....	8	425	1,951	800	4,108	4,545	11,837
Chicago, St. Paul, Minneapolis & Omaha...	.....	8	199	33	150	88	478
St. Paul & Duluth.....	.....	2	615	309	162	1,569	2,657
Totals.....	16	440	3,483	1,584	5,520	9,489	20,532

ST. PAUL.

All roads.....	.....	81	728	.....	57	248	1,114

EXHIBIT "F"—Continued.

Statement of "In Inspection" of Coarse Grain (including Winter Wheat) at St. Paul, Minneapolis and Duluth, for the Season of 1895—Sept. 1, 1895, to Aug. 31, 1896.

MONTHS.	ST. PAUL.				MINNEAPOLIS.				DULUTH.				TOTALS.				
	Corn.	Oats.	Barley.	Flax.	Winter Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.	Winter Wheat.	Corn.		Oats.	Rye.	Barley.	Flax.
September.....	3	50	.....	25	3	76	595	115	290	933	.....	.....	94	134	716	1,707	4,771
October.....	7	257	10	100	19	66	818	108	364	1,025	.....	.....	214	197	1,094	3,568	7,760
November.....	11	250	5	32	39	204	703	120	277	664	16	3	172	167	911	1,736	5,310
December.....	14	23	1	34	20	384	679	90	147	488	.....	7	252	80	137	659	3,015
January.....	12	11	8	8	17	392	645	52	94	206	.....	98	118	19	15	147	1,842
February.....	9	17	8	4	1	218	663	79	122	140	.....	61	210	33	9	158	1,738
March.....	6	16	15	11	.....	315	946	108	252	184	.....	62	265	43	242	163	2,628
April.....	4	38	2	20	4	144	326	30	47	218	.....	8	82	49	327	215	1,614
May.....	3	25	.....	8	.....	172	870	54	55	91	.....	1	351	119	393	128	2,220
June.....	6	2	1	4	3	275	1,069	81	116	99	.....	26	796	253	765	381	3,975
July.....	2	13	6	2	8	116	608	110	55	103	.....	53	351	222	477	355	2,452
August.....	4	19	1	.....	2	123	619	145	67	93	.....	120	578	268	404	252	2,695
Totals.....	81	728	57	248	116	2,485	8,551	1,092	1,886	4,244	16	440	3,483	1,584	5,520	9,489	40,020

RECAPITULATION.

CITIES.	WINTER WHEAT.					TOTALS.		
	Winter Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.	Totals.	
St. Paul.....	.....	81	728	.....	57	248	1,114
Minneapolis.....	116	2,485	8,551	1,092	1,886	4,244	18,374	
Duluth.....	16	440	3,483	1,584	5,520	9,489	20,532	
Totals.....	132	3,006	12,762	2,676	7,463	13,981	40,020	

EXHIBIT "H."
Showing the Number and Disposition of Reinspections and Appeals from Sept. 1, 1895, to Aug. 31, 1896.

MONTHS.	MINNEAPOLIS.					DULUTH.					ST. PAUL.				
	Grades Sustained.	Grades Raised.	Grades Lowered.	Dockage Changed.	Total Re-Inspected.	Grades Sustained.	Grades Raised.	Grades Lowered.	Dockage Changed.	Total Re-Inspected.	Grades Sustained.	Grades Raised.	Grades Lowered.	Dockage Changed.	Total Re-Inspected.
September.....	334	323	28	40	725	939	479	17	6	1,441	.....	.....	.....	.....	.....
October.....	467	311	49	87	934	1,271	910	7	5	2,133	.....	.....	.....	.....	.....
November.....	273	257	11	61	602	1,346	643	22	1	1,982	.....	.....	.....	.....	.....
December.....	277	183	15	39	514	943	488	8	11	1,430	.....	.....	.....	.....	.....
January.....	218	211	4	20	463	243	181	3	12	444	.....	.....	.....	.....	.....
February.....	94	73	11	29	207	431	270	5	30	736	.....	.....	.....	.....	.....
March.....	68	80	13	31	192	399	137	1	.....	537	.....	.....	.....	.....	.....
April.....	75	61	11	18	165	328	137	.....	2	467	.....	.....	.....	.....	.....
May.....	68	30	8	39	145	243	123	.....	.....	368	.....	.....	.....	.....	.....
June.....	52	48	2	10	112	254	140	1	2	397	.....	.....	.....	.....	.....
July.....	27	26	5	11	69	239	124	4	3	370	.....	.....	.....	.....	.....
August.....	47	99	3	10	159	298	233	2	26	559	.....	.....	.....	.....	.....
Totals.....	2,016	1,702	160	395	4,273	6,909	3,865	98	98	10,944	10	.....	1	1	12

EXHIBIT "K."

A Comparative Statement of the Number of Carloads and Amount in Bushels (estimated) of Each Kind of Grain Inspected "On Arrival" at Minneapolis, Duluth, St. Paul and St. Cloud, During the Crop Year Ending Aug. 31, 1896.

	MINNEAPOLIS.		DULUTH.		ST. PAUL.		ST. CLOUD.		TOTALS.	
	Number Cars.	Number Bushels.	Number Cars.	Number Bushels.	Number Cars.	Number Bushels.	Number Cars.	Number Bushels.	Number Cars.	Number Bushels.
Spring wheat.....	116,494	81,545,800	98,106	65,174,200	155	779,800	1,030	721,000	210,785	148,220,800
Winter wheat.....	116	81,200	16	11,200	.....	.....	.....	.....	.....	92,400
Corn.....	2,485	1,739,500	440	308,000	81	56,700	.....	.....	3,006	2,204,400
Oats.....	8,551	8,123,450	8,483	3,308,850	728	101,920	.....	.....	12,762	11,534,220
Rye.....	1,092	764,400	1,584	1,108,800	.....	.....	.....	.....	2,676	1,873,200
Barley.....	1,886	1,413,500	5,520	4,140,000	57	42,750	.....	.....	7,463	5,596,250
Flax.....	4,244	2,970,800	9,489	6,644,800	248	173,600	.....	.....	13,981	9,786,700
Totals.....	134,868	96,638,650	113,638	80,693,350	1,269	1,154,770	1,030	721,000	250,805	179,207,770

EXHIBIT "L."

Showing the Inspection of Spring Wheat "On Arrival" at Minneapolis and Duluth During the Crop Year Ending Aug. 31, 1896, by Grades and Roads, and Showing Percentages.

MINNEAPOLIS.													
ROADS.													
No. 1 Hard.	Per Cent.	No. 1 Northern.	Per Cent.	No. 2 Northern.	Per Cent.	No. 3.	Per Cent.	Rejected.	Per Cent.	No Grade.	Per Cent.	Total Cars.	Per Cent.
Great Northern.....	189	33.45	18,977	29.49	6,843	29.00	9,980	4,455	40.63	461	44.08	40,905	35.35
Chicago, Milwaukee & St. Paul.....	72	12.50	17,967	27.99	6,059	25.66	1,278	1,084	9.88	169	16.20	26,629	22.86
Minneapolis & St. Louis.....	11	2.00	6,214	9.76	1,861	7.87	308	218	1.93	114	10.93	8,826	7.58
Minneapolis, St. Paul & Sault Ste. Marie.....	230	40.71	7,041	10.90	1,560	6.60	554	482	3.47	26	2.59	9,893	8.49
Northern Pacific.....	56	10.00	3,078	4.78	1,720	7.28	1,803	2,953	27.10	98	9.40	9,708	8.34
Chicago, St. Paul, Minneapolis & Omaha.....	7	1.34	10,051	15.62	4,985	21.98	2,010	1,747	16.00	165	16.80	18,965	16.04
Chicago Great Western.....	.....	.....	58	1.46	42	1.61	3	8	7	8	.....	118	1.34
Minnesota Transfer.....	.....	.....	1,071	.....	342	.....	22	11	.....	3	.....	1,450	.....
Totals.....	565	.49	64,358	55.24	23,612	20.27	15,958	10,958	9.40	1,043	.91	116,494	100.00
DULUTH.													
Northern Pacific.....	4,541	29.88	21,480	35.68	4,350	31.55	863	510	39.90	173	45.00	31,917	34.28
Eastern Railway of Minnesota.....	10,140	66.79	35,670	59.29	8,809	63.75	1,348	719	60.10	183	55.00	56,869	61.08
Chicago, St. Paul, Minneapolis & Omaha.....	2	3.33	127	5.03	26	4.70	7	.....	.....	1	.....	163	4.64
St. Paul & Duluth.....	514	.....	2,881	.....	618	.....	72	46	.....	26	.....	4,157	.....
Totals.....	15,197	16.33	60,158	64.61	13,803	14.80	2,290	12.75	1.33	383	.03	93,106	100.00

REPORT OF STATE WEIGHMASTER AT MINNEAPOLIS.

State of Minnesota, Office of State Weighmaster,
Minneapolis, Minn., Sept. 1, 1896.

To the Railroad and Warehouse Commission,

Gentlemen: I have the honor to submit herewith the eleventh annual report of the Minneapolis Weighing Department for the grain year ending Aug. 31, 1896.

The year has been the second largest in the history of the department, that of 1892 only surpassing it in number of cars weighed, but this year's receipts are greater, as compared with 1892, on account of the increase in the fees of five cents per car for weighing.

The total revenue for the year has been \$49,765.65, and disbursements \$47,736.37, leaving a surplus of \$2,029.28. It has therefore been possible to give, at all points where we weigh, the very best of service by assigning two weighers to some of the larger elevators during the busiest season and giving equally good attention to the minor by having one man constantly stationed at the place assigned to him. The condition of our finances during the preceding two years necessitated the curtailing of all expenses, and wherever possible one man was made to do the work of two. The attention we have been able to give to all points in the way of closer service during the year has therefore been highly appreciated by the trade and been a source of great satisfaction to us. Business interests demand prompt facilities, and any lack of these are soon felt and become annoying. Our aim has constantly been to meet demands and to increase the efficiency of the state service wherever possible. The just recognition of the value of the work of the department is received by the appreciation and confidence bestowed by interior shippers and trade interests at terminal points. It is conceded that state service is indispensable to such interests, and should the same be abrogated, it could not be replaced by any other system and give such universal satisfaction as is afforded by the present, for in a grain market of the magnitude of ours there must of necessity be a system for weighing, and also a central office or bureau at which official weights can be obtained. The state in its supervision of the weighing of cereals consigned to terminal points stands in a position of arbitrator between shipper and receiver; it treats both with equal fairness and protects their interests alike. Differences arising are adjusted after a careful and exhaustive examination has been had as to probable cause, and the decision arrived at and rendered thereupon is as a rule accepted by either side without question. Every complaint of a supposed shortage in weight receives attention at our hands, and no pains are spared to locate the cause of trouble, if any exists. Any irregularity, either in scales or in the manner of handling at points in the city where state weighing is had, cannot escape detection very long. The constant passing of grain from elevators to mills in the district affords the very best of checks on these places, and the uniformity in weights at points of loading and unloading proves the accuracy and care the handling of all grain receives. Our scales are under the supervision of an expert scaleman, whose sole duty is to see that they are at all times accurate and reliable. These scales number 200.

Shortages complained of are, as a rule, found to be without justification, and are mainly caused by false estimates of weights when shipper possesses no facilities for weighing and in the inaccuracy of his scales when he does, or in discrepancies in the manner of his handling. When repeated complaints from one point are received, so as to justify an investigation, the state makes an examination into shipper's facilities and most always is able to point out to him the irregularity. Instances of such a nature are numerous in our experience. Actual shortages occur through using imperfectly coopered cars for shipment, through leaks of the same, and in the use of bad order cars as well as cars having their floors covered with manure, lime, coal dust and other offensive ingredients. By proper exercise of care in these respects, shippers can largely prevent loss to themselves. An observance of the law requiring shippers to place inside of the car a card stating the weight of the commodity he ships will also be of benefit to him, as it will instantly call attention to any discrepancy in his weight and the weight obtained at destination, and the cause for same, if any, can then more readily be detected should the same occur at point of unloading. We find, however, that this law is not heeded to any great extent, as but few shippers' cards are found in cars. When an actual shortage occurs, it can as a rule be traced to some of the causes mentioned, but many of them are confessedly due to pilfering and stealing from cars in railroad yards. I have in my former reports dwelt at considerable length upon the importance of checking this evil, and have suggested that the railroad companies exercise more care in the protection of property intrusted to them. The railroad yards in the city are so extensive that they afford to the thief excellent opportunities for theft and which he apparently is not slow in availing himself of. The department cannot be held responsible for losses caused by theft, and can only call attention to the fact that losses do occur from this cause. Although we have no fund at our command which can be devoted to the suppression of the evil mentioned, this department has nevertheless done much to check it and has been instrumental in securing several convictions for the commitment of this very offense. Cars left with open doors are more subjected to such depredations than those sealed; cars should therefore always be protected by having the doors securely fastened and sealed, even if they are only to be left out for a few hours.

The year marked the destruction by fire of Elevator A 2, but it is being rebuilt and will soon be ready for the reception of grain again. Woodworth Elevator 2 has been built and added to the jurisdiction, as have two oil mills, one belonging to Archer & Co. and the other to Douglas & Co. The Northeast Feed Mill also receives state service in the matter of weights, so that in all four new places have been added to the system during the year. The force of the department has been increased in number by two, necessitated by the addition to the system of these new places, and is composed as follows: One state weighmaster, one assistant weighmaster, two clerks, one stenographer, one scale expert and forty-three weighers.

Following is a list of elevators and mills in the city to which state service in the matter of weights has been extended:

ELEVATORS.

A 1, A 2, Atlantic, Elevator B, Elevator C. Central, City, Consolidated, Diamond, Elevator E, Great Western 1, Great Western 2, Interior 1, Interior 2, Interior 3, Interstate, Elevator K, Monarch 1, Monarch 2, Midway 1, Midway 2, Pillsbury Elevator, Pillsbury B, Republic, St. Anthony 1, St. Anthony 2, Shoreham, Standard, Star, Security, Transfer 1, Transfer 2, Union, Victoria, Woodworth 1, Woodworth 2, and Elevator X; total, 37.

MILLS.

Anchor, Cataract, Crown Roller, Columbia, Dakota, Excelsior, Galaxy, Humboldt, Minneapolis, Northwestern, Northeast Feed Mill, North Star Feed and Cereal Mill, Occidental, Palisade, Pillsbury A, Pillsbury B, St. Anthony, Standard, Washburn A, Washburn B, Washburn C, Zenith, Archer & Co. Oil Mill, and Douglas & Co. Oil Mill; total, 24.

RAILROAD YARDS.

Minneapolis & St. Louis; Chicago, Milwaukee & St. Paul, and Chicago, St. Paul, Minneapolis & Omaha; total, 3.

Attention is respectfully invited to appended tables:

Table I. Condition and growth of the department since organization.

Table II. Receipts, disbursements, surplus and deficiency.

Table III. Source of revenue.

Table IV. Amount of grain of various kinds in bushels, weighed into elevators and mills.

Table V. Amount of grain weighed out of elevators and mills.

Table VI. Number of cars weighed into elevators and mills.

Table VIII. Number of cars and wagon loads weighed at railroad yards.

RESUME.

Total number of bushels of grain weighed into and out of elevators and mills was:

Wheat	113,510,494
Corn	1,929,476
Oats	11,890,837
Rye	882,127
Barley	1,175,918
Flax	3,524,230
Total	132,913,082

Total number of cars weighed into and out of elevators and mills was:

Wheat	163,365
Corn	2,910
Oats	10,088
Rye	1,302
Barley	1,451
Flax	5,423
Feed	1,791
Total	186,330

Of hay, straw, oats, corn, feed, scrap iron, barley, rye, flax, and millet there were weighed in the railway yards 817 cars, making a grand total of 187,147.

Wagon loads not included in the above, 4,684.

Respectfully submitted,

C. M. REESE,

State Weighmaster.

TABLE I. MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Showing Receipts, Disbursements, Surplus, Deficiency, Number of Cars Weighed, Places and Men Employed since the Weighing Department at Minneapolis has been Organized.

YEARS.	No. of Places Weighed at.	No. of Em- ployes.	Receipts.	Disburse- ments.	Surplus.	Deficiency.	No. of Cars Weighed.
1886.....	32	16	\$13,397.85	\$13,984.51	.....	\$586.66	65,849
1887.....	32	20	18,584.50	17,413.01	\$1,121.49	.....	107,446
1888.....	34	25	25,024.40	22,593.41	2,430.99	.....	111,159
1889.....	39	29	25,420.85	25,195.21	225.64	.....	119,085
1890.....	43	29	27,919.95	27,180.25	739.70	.....	122,589
1891.....	49	35	32,366.07	30,501.49	1,864.58	.....	149,796
1892.....	51	48	44,210.35	38,338.76	5,871.59	.....	205,673
1893.....	56	51	39,823.05	46,482.79	.....	6,609.74	181,545
1894.....	60	48	36,502.37	44,780.59	.....	8,278.22	152,635
1895.....	61	47	40,578.95	41,206.70	.....	632.75	145,526
1896.....	65	49	49,765.65	47,736.37	2,029.28	.....	187,147
Totals.....	.....	.....	\$353,538.99	\$355,363.09	\$14,283.27	\$16,107.37	1,548,250
Total deficiency	.....	.....	.....	.....	.....	\$1,824.10	.....

TABLE II. MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Receipts and Disbursements for the Grain Year Ending Aug. 31, 1896.

MONTHS.	Receipts.	Disburse- ments.	Surplus.	Deficiency.
September, 1895.....	\$6,595.20	\$3,872.66	\$2,722.54	.....
October, 1895.....	8,095.65	3,997.55	4,098.10	.....
November, 1895.....	6,165.95	4,065.00	2,100.95	.....
December, 1895.....	4,886.65	4,084.63	802.02	.....
January, 1896.....	3,518.25	4,077.80	.....	\$559.55
February, 1896.....	3,133.25	4,081.03	.....	947.78
March, 1896.....	3,027.10	4,090.93	.....	1,063.83
April, 1896.....	2,545.50	4,068.41	.....	1,522.91
May, 1896.....	2,419.30	3,919.13	.....	1,499.83
June, 1896.....	2,683.55	3,755.76	.....	1,072.21
July, 1896.....	3,039.35	3,829.72	.....	790.37
August, 1896.....	3,655.90	3,893.70	.....	237.80
Totals.....	\$49,765.65	\$47,736.37	\$9,723.61	\$7,694.33
Total surplus for the year.....	.....	.....	\$2,029.28	.....

Of the total receipts, the sum of \$424.25 has been collected by the inspection department, account of Brighton Elevator.

TABLE III. MINNEAPOLIS STATE WEIGHING DEPARTMENT.

RECEIPTS.

MONTHS.	Mills and Elevators.	Railroad Yards.	Labor and Scale Testing.	Totals.
September, 1895.....	\$6,311.50	\$148.70	\$135.00	\$6,595.20
October, 1895.....	7,662.00	177.40	256.25	8,095.65
November, 1895.....	5,838.25	143.70	184.00	6,165.95
December, 1895.....	4,528.00	90.40	268.25	4,886.65
January, 1896.....	3,361.25	45.50	111.50	3,518.25
February, 1896.....	2,934.00	60.00	139.25	3,133.25
March, 1896.....	2,787.25	67.10	172.75	3,027.10
April, 1896.....	2,342.25	71.50	181.75	2,545.50
May, 1896.....	2,199.25	101.80	118.25	2,419.30
June, 1896.....	2,473.00	102.55	108.00	2,683.55
July, 1896.....	2,772.75	145.85	120.75	3,039.35
August, 1896.....	3,373.00	130.90	152.00	3,655.90
Totals.....	\$46,582.50	\$1,285.40	\$1,897.75	\$49,765.65

TABLE IV.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Bushels of Grain Weighed Into Elevators and Mills.

MONTHS.	Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.	Totals.
September, 1895.....	11,609,616	50,629	428,704	63,712	94,743	396,836	12,644,240
October, 1895.....	15,198,118	55,136	671,427	53,817	86,878	417,004	16,482,380
November, 1895.....	11,160,659	112,731	601,665	55,295	76,826	339,401	12,346,577
December, 1895.....	9,331,339	210,765	521,363	55,154	79,179	286,756	10,484,566
January, 1896.....	6,903,825	244,917	557,946	32,361	59,929	133,294	7,932,302
February, 1896.....	5,066,739	137,146	553,712	40,935	80,225	84,615	5,963,372
March, 1896.....	5,147,570	193,696	415,922	77,072	157,184	113,940	6,605,384
April, 1896.....	4,272,085	121,243	296,606	18,827	25,036	100,278	4,834,075
May, 1896.....	3,673,592	50,269	389,438	23,879	11,645	44,014	4,192,337
June, 1896.....	4,507,338	33,454	684,366	14,750	26,468	44,953	5,261,329
July, 1896.....	4,935,837	36,378	394,205	21,235	10,363	46,029	5,444,047
August, 1896.....	5,800,534	66,337	356,740	43,597	16,418	26,258	6,311,934
Totals.....	87,607,252	1,312,781	6,322,094	502,634	724,894	2,033,378	98,503,033

TABLE V.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Bushels of Grain Weighed Out of Elevators and Mills.

MONTHS.	Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.	Totals.
September, 1895.....	3,783,330	8,110	303,356	50,873	48,745	287,263	4,481,677
October, 1895.....	4,092,330	4,366	430,974	17,333	43,527	315,347	4,903,877
November, 1895.....	3,232,601	21,198	305,690	3,400	54,505	276,952	3,894,346
December, 1895.....	1,285,392	99,313	414,827	9,680	33,159	202,903	2,045,274
January, 1896.....	806,915	62,705	618,395	60,059	26,161	77,088	1,651,323
February, 1896.....	1,380,098	200,650	545,094	40,897	32,022	67,133	2,265,894
March, 1896.....	524,139	107,485	619,847	58,492	78,328	49,813	1,433,104
April, 1896.....	1,169,955	53,529	372,969	8,687	78,862	70,663	1,754,665
May, 1896.....	1,895,312	14,486	632,606	26,015	20,580	52,746	2,641,745
June, 1896.....	1,419,886	30,133	683,823	7,327	6,855	53,135	2,201,159
July, 1896.....	2,437,455	7,337	458,541	22,497	23,318	29,935	2,993,083
August, 1896.....	3,857,829	7,383	282,621	79,233	4,962	7,874	4,237,902
Totals.....	25,903,242	616,695	5,568,743	379,493	451,024	1,490,852	34,410,049

TABLE VI.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Number of Cars of Grain Weighed Into Elevators and Mills.

MONTHS.	Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.	Totals.
September, 1895.....	17,837	82	389	101	119	654	19,182
October, 1895.....	22,667	82	561	85	120	661	24,176
November, 1895.....	16,603	191	521	83	101	524	18,023
December, 1895.....	13,789	330	453	79	102	453	15,206
January, 1896.....	10,137	363	482	51	71	229	11,333
February, 1896.....	7,658	219	506	66	94	140	8,683
March, 1896.....	7,659	315	799	115	193	197	9,278
April, 1896.....	6,382	146	254	32	31	185	7,030
May, 1896.....	5,235	81	343	36	18	81	5,794
June, 1896.....	6,545	61	540	23	34	81	7,284
July, 1896.....	6,755	68	352	32	16	92	7,315
August, 1896.....	7,558	110	329	69	26	52	8,144
Totals.....	128,825	2,048	5,529	772	925	3,349	141,448

TABLE VII.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Number of Cars of Grain Weighed Out of Elevators and Mills.

MONTHS.	Wheat.	Corn.	Oats.	Rye.	Barley.	Flax.	Feed.	Totals.
September, 1895	5,196	14	250	74	58	391	81	6,064
October, 1895	5,410	7	359	25	55	440	176	6,472
November, 1895	4,373	33	255	5	67	395	202	5,330
December, 1895	1,839	138	332	13	38	286	260	2,906
January, 1896	1,108	90	505	13	31	115	180	2,112
February, 1896	1,904	283	458	56	37	90	225	3,053
March, 1896	718	151	534	76	87	61	244	1,871
April, 1896	1,599	75	303	12	85	103	162	2,339
May, 1896	2,389	17	420	35	26	64	52	3,003
June, 1896	1,856	36	555	10	9	74	68	2,608
July, 1896	3,238	9	356	31	27	43	72	3,776
August, 1896	4,910	9	232	110	6	12	69	5,348
Totals	34,540	862	4,559	530	526	2,074	1,791	44,882

TABLE VIII.—MINNEAPOLIS STATE WEIGHING DEPARTMENT.

Cars and Wagon Loads Weighed at Railroad Yards.

MONTHS.	Hay.	Straw.	Oats.	Corn.	Feed.	Scrap Iron.	Barley.	Rye.	Flax.	Millet.	Total Cars.	Wagon Loads.	Total Cash.
September	23	7	33	.....	1	3	.....	.....	.....	.....	@ \$1	@ 10 c.	\$148.70
October	25	6	53	.....	.....	.....	.....	.....	.....	.....	77	717	177.40
November	39	9	35	.....	.....	.....	1	1	.....	.....	84	934	143.70
December	35	4	25	1	.....	.....	.....	.....	.....	.....	85	587	90.40
January	13	6	11	.....	.....	.....	.....	.....	.....	.....	65	254	45.50
February	19	6	15	1	.....	.....	.....	.....	.....	.....	30	155	60.00
March	17	4	22	.....	.....	.....	.....	.....	.....	.....	41	190	67.10
April	19	1	20	.....	.....	.....	.....	.....	1	1	43	241	71.50
May	40	3	31	.....	.....	.....	.....	.....	.....	.....	42	295	101.80
June	44	3	26	.....	.....	.....	.....	.....	.....	.....	74	278	102.55
July	82	.....	31	2	.....	.....	.....	.....	.....	.....	73	295 1/2	145.85
August	54	2	32	.....	.....	.....	.....	.....	.....	.....	115	308 1/2	180.90
Totals	415	51	339	2	3	3	1	1	1	1	817	4,684	\$1,285.40

C. M. REESE,
State Weighmaster.

REPORT OF DULUTH WEIGHING DEPARTMENT.

State of Minnesota,
Office of State Weighmaster,
Duluth, Sept. 1, 1896.

To the Honorable Railroad and Warehouse Commission,

Gentlemen: I have the honor to submit herewith the eleventh annual report of the state weighing department at Duluth, the same being for the crop year ending Aug. 31, 1896. The crop of 1895 was by far the greatest that has ever been produced in the Northwest, and our receipts and shipments for the year were about fifty per cent greater than for any previous one, the grand total of all grains received amounting in the aggregate to over 83,000,000 bushels, and our shipments to over 66,000,000, thus showing that the amount of grain weighed in from cars and weighed out into cars and into vessels reached almost 150,000,000 bushels.

In transacting such an immense volume of business there were naturally some complaints of shortages, both by the country shippers and the vessel men, but with the constant watchfulness of experienced weighmen and the careful supervision of the scales by Mr. Berry, the state scale expert, about as little friction occurred as is possible in a work of such magnitude.

The elevators here have all modern improvements for handling grain rapidly; the scales being large, weighing from 500 to 1,000 bushels at a draft, and there is much less liability for errors to occur than where the houses are old and the scales are small as at Buffalo, where most of the cargoes from this port are discharged. But however sure I have felt of the correctness of our work here, every complaint, properly filed, has been taken up and all the circumstances connected with the weighing, and even the condition of the house where the weighing was done, have been carefully and thoroughly investigated, and in all cases where it has been found that errors have occurred here, the elevators have promptly made the shortages good.

The principal cause of loss from cars from the country still continues to be neglected on the part of the railroad companies and shippers. The companies too often fail to provide suitable grain doors, and the shippers do not take proper care in placing and securing those that are used. Temporary doors are in many cases too short, and a stream of grain is sometimes found running from cars on their arrival here. All such leaks are carefully noted, and these notations are made a part of our records to be used in the adjustment of claims for loss.

We still continue to measure and record the depth of the grain in each car, and find our records to be of great assistance in arriving at a satisfactory settlement in cases where weights, on account of accidents, could not be taken, and where the shipper had nothing more definite than an estimate of the amount put into the car.

In handling over 122,000 cars in the space of twelve months, as was done during this year, the work of adjusting all the claims that necessarily arise, has become a difficult and arduous one, and if it were not for the thoroughness of the work as now systematized, it could not be done so as to be just to the parties interested, nor to the satisfaction of the department officer upon whom this duty devolves. I therefore wish to emphasize the necessity of a continuance of the civil service rules that have thus far obtained in the department, for the weighmen become more and more efficient with each additional year's experience.

The following tables show the receipts and shipments of all the various kinds of grain handled, and also the total collections and disbursements for the year.

Respectfully submitted,

J. G. MCGREW,
State Weighmaster.

DULUTH DEPARTMENT.

Receipts and Disbursements of State Grain Weighing Department, Duluth, Minn., for Crop Year Ending Aug. 31, 1896.

MONTH.	Cars In.	Cars Out.	Not Charged for Trans.	Total Cars.	Fees In.	Car Fees Out.	Collection of Outstanding Account of Gill & Wright.	Cargo Fees.	Overtime Collections.	Scale Collections.	Total Collections.	Pay Roll.	Office Expenses.	Total Expenses.
1895.														
September.....	17,361	1,054	32	18,425	\$4,332.25	\$956.00	.....	\$3,551.38	\$85.15	\$30.00	\$8,264.78	\$2,750.69	\$215.43	\$2,965.12
October.....	19,649	498	55	20,147	4,898.50	124.50	.....	4,752.72	79.90	10.00	9,565.62	2,827.81	207.99	3,195.80
November.....	19,262	252	18	19,514	4,811.00	63.00	.....	5,786.67	113.18	.....	10,773.85	3,044.99	200.45	3,245.44
December.....	10,978	266	38	11,244	2,735.00	66.50	.....	1,254.92	71.10	10.00	4,137.52	2,701.51	206.56	2,908.37
1896.														
January.....	2,718	268	31	2,986	671.75	67.00	.....	.....	29.10	10.00	777.85	2,254.26	196.38	2,450.64
February.....	3,152	326	64	3,478	1,272.00	81.50	.....	.....	41.70	.....	1,355.20	2,299.66	148.63	2,443.29
March.....	5,549	321	33	5,870	1,379.00	80.25	.....	.....	4.50	.....	1,463.75	2,148.16	176.10	2,324.26
April.....	4,257	239	23	4,496	1,058.50	59.75	.....	1,835.67	32.10	40.00	3,026.02	2,252.76	198.50	2,451.26
May.....	6,703	169	28	6,877	1,670.00	42.25	.....	4,946.47	13.65	10.00	6,682.37	2,453.01	185.69	2,638.70
June.....	10,183	109	15	10,292	2,542.00	27.25	.....	2,755.17	45.15	.....	5,369.57	2,448.61	182.31	2,630.92
July.....	7,960	248	50	8,208	1,977.50	62.00	\$47.36	3,898.51	43.85	.....	5,529.22	2,462.76	197.66	2,660.42
August.....	8,920	125	8	9,045	2,228.00	31.25	.....	3,787.10	69.05	10.00	6,125.40	2,489.01	194.14	2,683.15
Totals.....	118,697	3,885	395	122,582	\$29,575.50	\$971.25	\$47.36	\$32,068.61	\$628.43	\$120.00	\$68,411.15	\$30,233.53	\$2,309.84	\$32,543.37

Surplus, \$30,867.78.

DULUTH WEIGHING DEPARTMENT.

MONTH.	CAR RECEIPTS.						SHIPMENTS BY CARS.									
	Corn.	Oats.	Rye.	Barley.	Flax.	Sc'gs.	Wheat.	Total Cars In	Corn.	Oats.	Rye.	Bar-ley.	Flax.	Sc'gs.	Wheat.	Total Cars out
September, 1895.....	.....	74	161 $\frac{2}{3}$	654 $\frac{2}{3}$	1,516	12	14,942 $\frac{2}{3}$	17,361	.....	31	10	7	.....	105	911	1,064
October, 1895.....	.....	167 5-12	199 $\frac{2}{3}$	1,129 $\frac{2}{3}$	3,639 7-10	35	14,477 $\frac{23}{30}$	19,619	.....	37	1	42	.....	110	308	498
November, 1895.....	2	247 $\frac{1}{2}$	170	1,930	1,769 $\frac{3}{4}$	8	16,255 $\frac{1}{4}$	19,262	2	19	1	20	.....	88	122	252
December, 1895.....	5	.....	86 $\frac{1}{2}$	192	704 7-12	.....	9,742 5-12	10,978	.....	16	1	24	3	117	105	266
January, 1896.....	88	91	32	21	169 $\frac{2}{3}$	24	2,292 $\frac{1}{3}$	2,718	.....	18	2	12	4	96	136	268
February, 1896.....	73	193	34	20	165 $\frac{2}{3}$	17	4,645 11-12	5,152	.....	40	.....	4	9	93	180	326
March, 1896.....	63	218 $\frac{1}{2}$	39	198	169 1-12	15	4,850 $\frac{1}{2}$	5,549	.....	42	3	6	.....	93	177	321
April, 1896.....	10	96	51	319 $\frac{1}{2}$	219 $\frac{1}{2}$	24	3,537	4,257	3	13	1	2	.....	47	173	239
May, 1896.....	1	283 $\frac{3}{4}$	108 $\frac{1}{2}$	432	151 $\frac{1}{2}$	15	5,716 $\frac{1}{2}$	6,708	.....	65	.....	2	2	24	76	169
June, 1896.....	21	739	250	759	374	2	7,978	10,183	.....	17	.....	.....	2	29	61	109
July, 1896.....	39	832	235	519	408	3	6,374	7,960	.....	28	3	2	1	25	189	248
August, 1896.....	119.	548	236	381	267	2	7,369	8,929	.....	16	.....	1	.....	14	94	125
Totals.....	421	3,207 1-12	1,628 $\frac{1}{2}$	5,555 5-12	9,653 57 60	155	98,181 23 60	118,697	5	342	22	122	21	841	2,532	3,885

DULUTH WEIGHING DEPARTMENT.

Total Receipts for Crop Year Ending Aug. 31, 1896.

MONTH.	Bushels American Wheat.	Bushels Bonded Wheat.	Bushels American Barley.	Bushels Bonded Barley.	Bushels Flax.	Bushels Bonded Flax.	Bushels American Oats.	Bushels Bonded Oats.	Bushels Rye.	Bushels Corn.	Total Bushels.
September, 1895.	9,945,942.20	132,656.30	516,430.01	.....	933,674.47	2,085.20	88,301.08	.....	104,470.16	.....	11,723,560.22
October, 1895.	9,109,524.10	745,371.30	912,396.36	.....	2,292,862.05	31,487.08	222,916.24	.....	131,817.14	.....	13,446,355.07
November, 1895.	10,310,010.30	718,372.30	769,835.06	.....	1,113,408.16	47,733.36	150,631.04	.....	111,052.46	1,584.06	13,222,677.54
December, 1895.	9,740,976.30	471,223.40	157,924.40	10,915.04	172,658.54	9,135.00	286,719.28	22,639.02	50,465.42	2,484.10	7,795,132.42
January, 1896.	3,583,731.30	471,818.50	187,922.14	2,618.36	102,141.37	2,394.36	113,936.28	7,311.08	13,654.50	58,732.28	1,912,001.29
February, 1896.	3,180,872.40	35,332.00	8,173.44	.....	97,193.30	.....	236,888.04	.....	22,684.44	50,010.20	3,638,561.22
March, 1896.	3,220,167.10	108,835.10	163,431.01	.....	100,558.32	.....	256,231.11	.....	23,945.10	40,228.28	3,913,890.06
April, 1896.	2,391,836.20	100,938.00	269,560.34	2,234.36	136,895.04	1,873.42	113,328.20	.....	32,957.18	6,454.36	3,054,648.10
May, 1896.	3,919,763.10	132,364.10	372,464.18	579.28	97,123.34	.....	336,243.08	.....	74,239.22	15,632.38	4,953,489.48
June, 1896.	5,311,656.00	115,995.00	624,440.18	.....	246,478.08	.....	994,738.18	.....	167,368.36	7,475,748.28	6,515,883.53
July, 1896.	4,233,784.20	156,728.30	440,946.10	.....	245,887.12	.....	437,420.18	.....	169,219.26	26,421.44	5,710,107.40
August, 1896.	5,147,239.40	45,721.20	311,498.19	.....	164,161.18	.....	619,402.20	.....	159,912.24	67,948.32	6,515,883.53
Totals.	65,101,504.40	2,341,477.10	4,563,094.01	16,348.08	6,001,565.07	95,382.52	3,861,908.31	32,454.02	1,061,819.12	268,609.26	83,344,157.01

Total Shipments for Crop Year Ending Aug. 31, 1896.

MONTH.	Bushels American Wheat.	Bushels Bonded Wheat.	Bushels American Barley.	Bushels Bonded Barley.	Bushels Flax.	Bushels Bonded Flax.	Bushels American Oats.	Bushels Bonded Oats.	Bushels Rye.	Bushels Corn.	Total Bushels.
September, 1895.	7,169,924.20	40,121.40	125,413.06	.....	348,131.27	.....	48,419.31	.....	70,975.30	.....	7,802,985.33
October, 1895.	7,452,409.30	542,740.00	713,806.26	.....	951,704.23	.....	54,021.18	.....	104,635.30	.....	9,819,317.07
November, 1895.	8,791,117.20	770,407.00	1,115,306.44	.....	942,987.64	25,000.00	22,882.06	.....	38,762.18	1,584.06	11,708,047.28
December, 1895.	2,009,189.40	105,949.40	243,100.00	8,386.42	176,629.34	.....	22,441.08	.....	62,509.46	.....	2,628,206.30
January, 1896.	64,091.60	22,777.50	10,846.42	.....	2,041.46	1,060.28	23,007.16	1,250.00	744.06	.....	125,819.58
February, 1896.	111,593.30	1,333.20	4,953.06	.....	3,640.46	.....	60,503.20	.....	625.30	5,465.00	187,489.02
March, 1896.	124,649.60	10,112.40	5,065.32	.....	265,191.08	.....	58,221.18	.....	1,148.52	.....	198,575.50
April, 1896.	2,584,375.30	383,107.40	102,746.10	.....	571,967.01	28,254.52	867,546.18	.....	1,281.14	.....	3,822,089.12
May, 1896.	7,490,514.00	84,633.10	689,164.14	.....	326,768.22	.....	621,128.28	20,073.00	104,651.34	147,495.20	10,056,366.09
June, 1896.	3,642,616.30	138,175.84	638,175.84	.....	291,753.03	.....	852,475.00	.....	50,000.00	.....	5,589,669.36
July, 1896.	5,270,759.10	193,000.00	524,685.37	.....	291,753.03	.....	445,626.14	.....	247,007.32	25,340.00	6,998,171.36
August, 1896.	5,603,506.50	65,607.40	230,751.02	.....	555,436.52	.....	636,071.28	8,713.24	231,514.52	58,588.22	7,688,189.26
Totals.	50,314,647.40	2,219,790.40	4,399,017.13	8,386.42	4,734,252.36	54,315.24	3,712,146.13	30,036.24	912,585.50	239,753.22	66,634,927.27

Office of Warehouse Registrar,
St. Paul, Minn., Dec. 10, 1896.

To the Railroad and Warehouse Commission,

Gentlemen: I have the honor herewith to submit tabulations of the business done by this department at Minneapolis, Duluth and Superior for the year ending Sept. 1, 1896.

There have been no changes in the manner of doing the registration business, nor in the number of licensed public warehousemen at the two points mentioned during the year.

The system of registration of elevator receipts for grain stored in public elevators forms an integral part of the grain inspection system inaugurated in this state in 1885 and since continued to the satisfaction of all concerned. A registered receipt for grain stored in a public elevator has been considered almost as good as a government bond as collateral for a loan of money, and it is the aim of all connected with this department to maintain its efficiency.

Yours truly,

A. K. TEISBERG,
Warehouse Registrar.

MINNEAPOLIS REGISTRATION DEPARTMENT.

Statement of Grain Received and Shipped at the Public Warehouses in Minneapolis, for the Year ending Aug. 31, 1896.
RECEIVED.

MONTH.	No. 1 Hard.	No. 1 Northern.	No. 2 Northern.	No. 3	Rejected.	No Grade.	Special Bin.	Transfer.	Oats.	Barley.	Flax.	Total.
1895.												
September.....	429, 146	313, 716	7, 422	73, 273	149, 591	649	480, 996	32, 245	.....	.....	18, 240	832, 619
October.....	.....	2, 522, 407	436, 072	.....	.....	.....	139, 217	29, 312	.....	.....	6, 828	3, 786, 696
November.....	.....	800, 987	54, 146	4, 387	447	.....	33, 149	13, 029	5, 749	.....	.....	921, 844
December.....	566	797, 313	47, 074	5, 226	1, 942	.....	78, 940	148, 787	3, 861	3, 176	426	1, 037, 310
1896.												
January.....	6, 516	823, 648	84, 038	90, 741	596	.....	.....	28, 331	.....	.....	.....	1, 033, 890
February.....	.....	29, 636	10, 620	1, 162	.....	.....	.....	437	.....	.....	563	42, 328
March.....	.....	.....	162	7, 986	1, 747	.....	84, 472	616	.....	.....	.....	94, 982
April.....	.....	.....	.....	597	.....	.....	86, 701	1, 718	.....	.....	.....	89, 016
May.....	346	13, 050	.....	511	.....	.....	13, 687	.....	.....	.....	.....	27, 594
June.....	197	.....	.....	.....	.....	.....	14, 003	.....	.....	.....	516	14, 721
July.....	.....	.....	.....	.....	.....	.....	18, 371	.....	.....	.....	1, 031	19, 402
August.....	.....	19, 280	1, 417	.....	.....	.....	599	.....	.....	.....	632	21, 908
Totals.....	436, 771	5, 320, 087	650, 871	183, 823	154, 323	649	950, 140	254, 494	9, 610	3, 176	28, 224	7, 992, 179

SHIPPED.

MONTH.	No. 1 Hard.	No. 1 Northern.	No. 2 Northern.	No. 3	Rejected.	No Grade.	Special Bin.	Transfer.	Oats.	Barley.	Flax.	Total.
1895.												
September.....	202	732, 270	3, 814	.....	.....	.....	96, 903	25, 739	.....	.....	15, 275	864, 203
October.....	.....	1, 072, 389	.....	.....	.....	.....	58, 304	18, 934	.....	.....	5, 325	1, 149, 962
November.....	135, 406	176, 709	.....	.....	14, 983	.....	12, 586	15, 105	.....	.....	.....	354, 789
December.....	20	61, 300	.....	.....	.....	.....	.....	146, 924	3, 859	3, 173	.....	215, 276
1896.												
January.....	.....	.....	523	.....	.....	.....	88, 078	31, 429	5, 751	3	.....	125, 784
February.....	.....	38, 348	.....	.....	.....	.....	28, 833	457	.....	.....	7, 624	75, 282
March.....	.....	.....	.....	.....	11, 303	.....	54, 003	615	.....	.....	.....	45, 021
April.....	4, 017	11, 256	.....	2, 080	.....	.....	126, 833	394	.....	.....	.....	145, 180
May.....	5, 011	677, 036	.....	45, 234	.....	.....	52, 011	724	.....	.....	.....	780, 076
June.....	1, 313	196	.....	42, 116	.....	.....	43, 386	.....	.....	.....	.....	32, 961
July.....	.....	5, 000	.....	.....	.....	.....	158, 890	.....	.....	.....	.....	163, 890
August.....	.....	553, 494	.....	.....	.....	.....	170, 092	.....	.....	.....	.....	723, 586
Totals.....	145, 969	3, 318, 068	4, 337	89, 430	26, 286	.....	872, 969	240, 921	9, 610	3, 176	28, 224	4, 738, 980

S. GOODNOW,

Assistant Registrar.

RECEIPTS, WHEAT, PUBLIC ELEVATORS, DULUTH AND SUPERIOR, YEAR ENDING AUG. 31, 1896.

MONTHS.	No. 1 Hard.	No. 1 Northern.	No. 2 Northern.	No. 3 Spring.	Rejected.	No Grade.	Special Bin.	In Bond.	Northern White.	Total.
September, 1895	1,529,213.00	4,664,032.30	367,473.20	37,132.10	13,953.40	34,343.30	750,904.30	132,552.10	.....	7,529,694.50
October, 1895	1,671,753.00	4,277,577.00	290,322.40	37,799.30	7,053.10	2,954.00	817,336.30	745,172.00	.....	7,849,967.50
November, 1895	1,184,461.30	5,532,071.20	568,683.10	124,066.20	14,031.20	4,757.40	710,516.20	709,357.00	11,002.40	8,906,947.20
December, 1895	959,114.40	3,553,045.20	638,309.30	65,476.00	11,387.00	6,234.20	306,280.10	44,462.50	.....	5,584,309.50
January, 1896	123,031.40	5,49,486.00	51,321.20	6,972.20	3,261.10	.....	7,794.50	11,818.50	.....	761,686.10
February, 1896	537,510.20	1,403,243.40	209,157.40	13,768.40	1,682.00	1,833.50	27,074.40	35,392.50	.....	2,229,662.50
March, 1896	504,065.40	1,515,271.30	187,190.10	9,599.20	3,902.60	2,147.00	58,843.20	96,387.50	.....	2,378,087.40
April, 1896	300,040.20	1,013,469.30	190,139.10	6,943.20	1,289.00	3,588.40	41,849.30	72,701.00	.....	1,630,020.30
May, 1896	962,510.30	1,751,537.40	156,980.00	1,809.00	1,695.50	695.50	324,876.10	127,183.20	.....	3,626,288.20
June, 1896	873,624.50	2,965,400.10	222,857.30	2,247.30	807.50	8,278.10	55,715.50	125,976.30	.....	4,254,408.20
July, 1896	756,663.30	2,021,875.40	157,696.20	7,721.40	2,657.50	14,543.20	20,865.40	173,104.30	.....	3,155,128.30
August, 1896	1,647,332.50	2,046,620.40	118,876.20	9,554.20	995.00	13,894.00	42,051.00	46,612.50	.....	3,925,937.00
Totals	11,049,321.50	31,343,631.00	3,167,707.10	321,090.10	61,216.40	93,270.20	3,164,108.30	2,320,700.50	11,002.40	51,532,049.10

SHIPMENTS, WHEAT, PUBLIC ELEVATORS, DULUTH AND SUPERIOR, YEAR ENDING AUG. 31, 1896.

MONTHS.	No. 1 Hard.	No. 1 Northern.	No. 2 Northern.	No. 3 Spring.	Rejected.	No Grade.	Special Bin.	In Bond.	Northern White.	Total.
September, 1895	3,006,348.40	3,140,612.40	244,094.40	2,254.00	2,385.30	15,663.10	189,897.30	40,121.40	.....	6,641,378.20
October, 1895	1,858,039.00	4,754,781.40	125,621.30	9,411.10	2,385.50	13,742.50	496,872.40	542,739.10	.....	7,803,658.50
November, 1895	1,638,182.20	5,530,380.30	506,158.10	5,313.20	7,303.30	4,321.40	780,316.90	738,868.50	.....	9,957,844.40
December, 1895	209,087.80	1,548,680.20	206,240.20	.....	7,677.40	6,299.30	212,073.20	123,277.50	.....	2,317,936.30
January, 1896	5,658.40	41,209.20	666.20	2,339.30	4,332.10	2,779.20	4,850.10	52,377.50	.....	94,773.20
February, 1896	6,928.20	76,093.40	1,960.40	706.00	3,169.00	1,100.50	3,636.10	26,333.20	.....	118,728.00
March, 1896	7,454.00	53,616.10	961.30	20,569.30	6,902.50	5,238.20	9,331.40	42,609.10	.....	146,753.00
April, 1896	336,791.30	1,719,002.10	42,834.20	2,276.20	30,489.10	5,238.20	159,981.00	121,606.50	.....	2,306,902.40
May, 1896	1,855,219.30	4,764,538.20	735,536.50	9,347.10	3,051.50	3,051.50	169,419.10	251,086.50	11,002.40	7,799,202.20
June, 1896	1,087,314.00	2,123,785.00	226,025.00	4,629.50	1,324.50	1,955.30	92,832.10	54,633.10	.....	3,622,499.30
July, 1896	1,740,238.30	2,768,101.40	409,203.20	18,942.20	716.40	8,182.30	328,490.00	193,010.30	.....	5,466,885.30
August, 1896	1,108,912.00	3,414,871.20	430,167.00	88,575.00	654.00	21,918.50	171,207.40	137,697.30	.....	5,374,003.20
Totals	12,860,094.00	29,935,672.50	2,927,469.40	164,424.40	68,491.00	85,182.30	2,617,807.50	2,276,825.50	11,002.40	50,946,971.00

RECEIPTS, COARSE GRAIN, PUBLIC ELEVATORS, DULUTH AND
SUPERIOR, YEAR ENDING AUG. 31, 1896.

MONTHS.	Corn.	Oats.	Barley.	Flax.	Rye.
September, 1895.....		19,902.26	387,397.26	352,671.43	
October, 1895.....		34,357.16	582,511.32	1,153,720.09	
November, 1895.....		59,435.30	570,790.10	604,198.03	
December, 1895.....	2,485.10	94,580.00	126,992.14	283,332.04	
January, 1896.....	58,712.28	111,480.10	17,809.18	50,965.35	
February, 1896.....	46,687.48	205,210.00	8,191.22	28,413.01	
March, 1896.....	40,222.28	120,371.00	129,397.14	38,392.09	
April, 1896.....	5,454.36	25,491.18	233,154.08	58,734.02	
May, 1896.....	692.38	13,578.14	284,117.14	55,478.44	17,890.20
June, 1896.....	15,072.08	31,135.10	345,698.28	131,236.01	61,910.20
July, 1896.....	26,421.44	46,410.00	223,417.24	97,373.27	18,988.12
August, 1896.....	68,048.32	91,330.00	16,324.28	20,499.54	15,416.54
Totals.....	263,797.48	853,282.28	2,928,796.46	2,875,075.08	114,205.50

SHIPMENTS, COARSE GRAIN, PUBLIC ELEVATORS, DULUTH AND
SUPERIOR, YEAR ENDING AUG. 31, 1896.

MONTHS.	Corn.	Oats.	Barley.	Flax.	Rye.
September, 1895.....		10,155.10	123,413.06	134,546.32	
October, 1895.....		2,829.12	520,774.00	431,932.13	
November, 1895.....		3,388.14	779,114.30	507,593.44	
December, 1895.....		1,562.16	180,861.32	202,422.36	
January, 1896.....		5,193.14	9,533.26	10,573.55	
February, 1896.....	5,478.42	17,576.18	884.08	318.32	
March, 1896.....		46,433.14	4,822.24		
April, 1896.....	1,281.14	251,811.18	85,797.32	210,814.16	
May, 1896.....	147,495.20	330,150.26	547,714.19	296,640.47	
June, 1896.....		34,445.10	418,469.30	16,660.00	
July, 1896.....	25,340.00	758.20	266,667.01	138,494.50	56,393.12
August, 1896.....	58,587.38	109,565.00	24,233.38	584,079.53	57,812.38
Totals.....	238,183.02	813,870.12	2,962,286.06	2,534,077.42	114,205.50

B. PORTER,
Assistant Registrar.

RAILWAY COMPANIES' REPORTS
TO THE
RAILROAD AND WAREHOUSE COMMISSION
FOR THE
YEAR ENDING JUNE 30, 1896.

Ex. Docs. Vol. 111—37

NOTE.—All of these reports are duly verified by the proper officers
of the respective companies.

Brainerd & Northern Minnesota Railway Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Brainerd & Northern Minnesota Railway Company.
2. Date of organization? May 16, 1892.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota. Provisions of title 1, chapter 34, General Laws of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. No, a consolidated company.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
E. P. Welles	Minneapolis, Minn.	June 9, 1897.
C. F. Welles.....	Minneapolis, Minn.....	June 9, 1897.
J. E. Carpenter.....	Minneapolis, Minn.....	June 9, 1897.
B. F. Nelson.....	Minneapolis, Minn.....	June 9, 1897.
E. W. Backus.....	Minneapolis, Minn.....	June 9, 1897.
A. E. How.....	Minneapolis, Minn.....	June 9, 1897.
D. Willard.....	Minneapolis, Minn.....	June 9, 1897.

Total number of stockholders at date of last election? 7.

Date of last meeting of stockholders for election of directors? June 9, 1896.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

OFFICERS.

(Page 7.)

Title.	Name.	Location of Office.
President.....	E. P. Welles.....	Minneapolis, Minn.
First vice president.....	J. E. Carpenter.....	Minneapolis, Minn.
Secretary.....	W. F. Brooks.....	Minneapolis, Minn.
Treasurer.....	E. L. Carpenter.....	Minneapolis, Minn.
Auditor.....	C. W. Schneider.....	Minneapolis, Minn.
General manager.....	B. F. Nelson	Minneapolis, Minn.
Traffic manager.....	B. F. Nelson	Minneapolis, Minn.
General freight agent.....	B. F. Nelson	Minneapolis, Minn.

(Page 9a.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

1. Railroad line represented by Capital Stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To.		
Brainerd & Northern Minnesota Railway Co.....	Brainerd.....	Walker.....	59.13	
Brainerd & Northern Minnesota Railway Co.....	Branches, Main line...	Logging Stations.....	45.70	104.83
Total.....				104.83

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Out- standing.	Dividends Declared During Year.	
					Rate.	Amount.
Capital stock, common.....	5,000	\$100.00	\$500,000.00	\$500,000.00	.....	.....
Total.....	5,000	\$100.00	\$500,000.00	\$500,000.00	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

(See Page 16.)

(Page 16.)

EXPLANATORY REMARKS.

We are unable to ascertain the consideration upon which this stock was originally issued, the present owners having bought up the entire issue of 5,000 shares, paid up and outstanding.

CURRENT ASSETS AND LIABILITIES.

(Page 23.)

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$63.62	Receiver's certificates.....	\$21,735.00 }
Due from agents.....	240.21	Loans and bills payable.....	488,785.78 }
Due from solvent companies and individuals.....	3,390.80	Audited vouchers and accounts.....	9,177.65
Total cash and current assets.....	\$4,694.63	Wages and salaries.....	7,484.55
Balance current liabilities.....	523,488.35		
Total.....	\$527,182.98	Total current liabilities.....	\$527,182.98

Materials and supplies on hand, \$9,675.39. (See general balance sheet, page 49.)

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$500,000.00	\$500,000.00	.....	104.83	\$4,807.78
Bonds—page 19 (grand total).....	.....	.....	.....	.....	.....
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total	\$500,000.00	\$500,000.00	.....	104.83	\$4,807.78

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Brainerd & Northern Minnesota Ry Co	\$500,000.00	.....	\$500,000.00	104.83	\$4,807.78
Total	\$500,000.00	.....	\$500,000.00	104.83	\$4,807.78

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
CONSTRUCTION—				
Right of way.....	\$1,552.05	\$1,215.43	\$2,767.48	.....
Fences.....	104.50	38.88	143.33	.....
Grading, bridge and culvert masonry..	*18,116.19	131,709.38	113,593.19	.....
Bridges and trestles.....	6,449.20	23,660.83	30,110.03	.....
Rails.....	26,476.33	143,910.42	170,386.75	.....
Ties.....	6,678.99	23,720.54	30,399.53	.....
Buildings, furniture and fixtures.....	3,957.07	28,635.32	32,592.39	.....
Shop machinery and tools.....	\$585.31	3,091.27	3,676.58	.....
Engineering expenses.....	1,879.94	24,547.23	26,427.17	.....
Telegraph line.....	*771.61	4,523.36	3,751.75	.....
Wharfing, etc.....	10,271.69	2,737.17	13,008.86	.....
Purchase of constructed road.....	.....	425,000.00	425,000.00	.....
Other items— Clearing and grading, \$15,979.31; switches and frogs, \$5,502.75; track-laying and balast- ing, \$41,941.61.....	48,371.67	15,052.00	63,423.67	.....
Total construction.....	\$87,438.95	\$827,841.73	915,280.73	\$8,731.00
EQUIPMENT—				
Locomotives.....	10,688.62	30,584.86	41,273.48	.....
Passenger cars.....	1,438.54	.....	1,438.54	.....
Freight cars.....	10,428.73	95,317.17	105,745.90	.....
Other cars of all classes.....	2,445.01	5,555.73	8,000.74	.....
Total equipment.....	25,000.90	\$131,457.76	\$156,458.66	\$1,492.50
Total cost, State of Minnesota.....	\$112,439.85	\$959,299.54	\$1,071,739.39	\$10,223.50

* Credit.

(Page 28.)

EXPLANATORY REMARKS.

The credit to "Grading Bridge and Culvert Masonry" and "Telegraph Line" is for the reason that proper returns were not made in prior report, and accounts have been redistributed, and greater part of this credit appears in "Other Items," with explanation.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35	\$227,657.86	
Less operating expenses—page 45.....	161,307.85	
Income from operation.....	\$66,350.01	\$66,350.01
DEDUCTIONS FROM INCOME—		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$7,080.33	
Rents paid for lease of road—page 47, A.....	52.50	
Taxes.....	1,924.96	
Other deductions—Debit interest and discount, \$5,469.39; profit and loss, credit \$2,955.86.....	2,513.53	
Total deductions from income.....		11,571.32
Net income.....		\$54,778.69
Surplus from operations of year ending June 30, 1896.....		\$54,778.69
Surplus on June 30, 1895 (from "general balance sheet," 1895 report)		3,147.74
		\$57,926.43
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51)		\$57,926.43

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re-payments, etc	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$19,392.70		\$19,392.70
Total passenger revenue.....			\$19,392.70
Mail.....		\$1,623.63	
Express.....		910.15	
Other items.....			\$2,533.78
Total passenger earnings.....			\$21,926.48
FREIGHT—			
Freight revenue.....	\$205,158.67	\$205,158.67	
Total freight revenue.....		\$205,158.67	\$205,158.67
Total freight earnings.....			\$205,158.67
Total passenger and freight earnings.....			\$227,085.15
OTHER EARNINGS FROM OPERATION—			
Telegraph companies.....			\$572.71
Total other earnings.....			\$227,657.86
Total gross earnings from operation, Minnesota.....			\$227,657.86

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$20,583.35
Renewals of rails.....	436.67
Renewals of ties.....	4.14
Repairs and renewals of bridges and culverts.....	437.53
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	21.07
Repairs and renewals of buildings and fixtures.....	1,295.38
Repairs and renewals of telegraph.....	496.44
Stationery and printing.....	55.60
Other expenses.....	254.00
Total.....	\$23,584.18

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$1,227.95
Repairs and renewals of locomotives.....	10,296.32
Repairs and renewals of passenger cars.....	90.41
Repairs and renewals of freight cars.....	9,713.33
Repairs and renewals of shop machinery and tools.....	284.45
Stationery and printing.....	115.84
Other expenses.....	128.50
Total.....	\$21,856.80

CONDUCTING TRANSPORTATION.

Superintendence.....	\$4,191.93
Engine and roundhouse men.....	11,039.61
Fuel for locomotives.....	30,839.03
Water supply for locomotives.....	1,821.27
Oil, tallow, and waste for locomotives.....	371.41
Other supplies for locomotives.....	345.13
Train service.....	16,882.75
Train supplies and expenses.....	487.62
Switchmen, flagmen and watchmen.....	2,271.57
Telegraph expenses.....	1,286.01
Station service.....	3,669.17
Station supplies.....	531.12
Car mileage—balance.....	706.56
Hire of equipment.....	2,926.07
Loss and damage.....	400.66
Injuries to persons.....	2,500.00
Advertising.....	10.00
Rents for tracks, yards and terminals (page 47, B).....	862.46
Stationery and printing.....	3,061.42
Other expenses.....	13,202.49
Brainerd landing logging expense.....	
Total.....	\$102,406.28

(Page 45.)

OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

Salaries of general officers.....	\$7,895.27
Salaries of clerks and attendants.....	2,818.08
General office expenses and supplies.....	570.62
Insurance.....	1,099.81
Law expenses.....	505.35
Stationery and printing (general offices).....	552.94
Other expenses.....	17.52
Total.....	\$13,460.59

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$23,584.18
Maintenance of equipment.....	21,856.80
Conducting transportation.....	102,406.28
General expenses.....	13,460.59
Grand total.....	\$161,307.85
Percentage of expenses to earnings—Entire line.....	.78

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$23,584.18
Maintenance of equipment.....	21,856.80
Conducting transportation.....	102,406.28
General expenses.....	13,460.59
Total.....	\$161,307.85
Percentage of expenses to earnings—Minnesota.....	.78

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
TRACKS—				
Northern Pacific Railroad company.				
Track at Brainerd to depot of this company.....	Brainerd.....	Northern Pacific Railroad Company	\$52.50	\$52.50
Total rents.....				\$52.50

(Page 46.)

EXPLANATORY REMARKS.

The rental paid to Northern Pacific Railway company, as shown in table, is for use of track at Brainerd, from their depot to that of this company, for which this company pays \$7.50 per month. The total shown, \$52.50, is for seven months only, ending June 30, 1896. For five months previous this rental was charged "Other Expenses" conducting transportation.

(Page 49.)

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1896.	
	Item.	Total.
Cost of road—page 29.....	\$915, 280.73	
Cost of equipment—page 29.....	156, 458.66	
Stocks owned—page 37.....		
Bonds owned—page 39.....		
Cash and current assets—page 23.....	3, 694.63	
OTHER ASSETS—		
Materials and supplies.....	9, 675.39	
Profit and loss—page 31 (or 33).....		
Grand total.....		\$1, 085, 109.41

(Page 48.)

EXPLANATORY REMARKS.

Unable to give "general balance sheet" in comparative form, for the reason that report for the year ending June 30, 1895 was incorrect and does not give a comprehensive statement of the condition of the affairs of the company.

(Page 51.)

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	JUNE 30, 1896.	
	Item.	Total.
Capital stock—page 17.....	\$500, 000.00	
Funded debt—page 23.....		
Current Liabilities—page 23.....	527, 182.98	
Profit and loss—page 31 (or 33).....	57, 926.43	
Grand total.....		\$1, 085, 109.41

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EXPLANATORY REMARKS.

Same explanation submitted as that on page 48.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Extension of main line from Lothrop to Walker, put into operation Feb. 25, 1896. Distance, 8.6 miles.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. No contract with any express company; operate our own express.

2. Mail routes established by United States postoffice department according to law.

3. No contract with sleeping, parlor or dining car companies.

4. No contract with transportation companies.

7. No contract with telegraph companies. This company owning its own telegraph line.

8. Pay Brainerd Telephone Exchange \$60 per annum for use of telephones.

(Page 59.) EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers.....	6	2,160	\$7,895.27	\$3.65+
General office clerks.....	4	1,440	2,818.08	1.95+
Station agents.....	6	1,900	3,669.17	1.93+
Enginemen.....	12	3,756	9,390.00	2.50
Firemen.....	16	3,328	5,158.40	1.55
Conductors.....	5	1,565	3,677.75	2.35
Other trainmen.....	25	7,825	12,128.75	1.55
Machinists.....	11	3,443	9,458.25	2.75
Carpenters.....	4	1,252	2,191.00	1.75
Other shopmen.....	16	5,008	8,764.00	1.75
Section foremen.....	6	2,190	3,285.00	1.50
Other trackmen and men at docks.....	108	26,136	32,670.00	1.25
Switchmen, flagmen and watchmen.....	14	5,110	7,409.50	1.45
Telegraph operators and dispatchers.....	4	1,252	1,860.66	1.50
Total (including general officers) Minnesota.....	237	66,365	\$107,375.83	\$27.43
Less general officers.....	6	2,160	7,895.27	3.65
Total (excluding general officers) Minnesota.....	231	64,205	\$99,480.56	\$23.78
DISTRIBUTION OF ABOVE—				
General administration (actual).....	6	2,160	7,895.27	3.65
Maintenance of way and structures (33 per ct.).....	77	21,187.65	32,828.53	7.84.7
Maintenance of equipment (20 per cent.).....	46	12,841	19,896.11	4.75.6
Conducting transportation (47 per cent.).....	109	30,176.35	46,755.87	11.17.6
Total (including general officers) Minnesota.....	237	66,365	\$107,375.83	\$27.43
Less general officers.....	6	2,160	7,895.27	3.65
Total (excluding general officers) Minnesota.....	231	64,205	\$99,480.56	\$23.78
Total (including general officers) entire line.....	237	66,365	107,375.83	27.43

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	13,022	.....
Number of passengers carried one mile	464,864	.....
Number of passengers carried one mile per mile of road.....	7,853	.....
Average distance carried.....	3,566	.....
Total passenger revenue—page 35.....		\$19,392.70
Average amount received from each passenger.....		1.48.922
Average receipts per passenger per mile .....		.04.176
Total passenger earnings—page 35.....		21,926.48
Passenger earnings per mile of road	59.13	370.82
Passenger earnings per train mile.....	84.98	2.58.019
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	523,191	.....
Number of tons carried one mile.....	24,566,606	.....
Number of tons carried one mile per mile of road.....	234,347	.....
Average distance haul of one ton.....	46.95	.....
Total freight revenue—page 35.....		205,158.67
Average amount received for each ton of freight.....		.39.212
Average receipts per ton per mile.....	104.83	.835
Total freight earnings—page 35.....		205,158.67
Freight earnings per mile of road.....	104.83	1,957.06
Freight earnings per train mile.....	1,380.51	148.610
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		224,551.37
Passenger and freight revenue per mile of road.....	104.83	2,142.05
Passenger and freight earnings—page 35.....		227,085.15
Passenger and freight earnings per mile of road.....	104.83	2,166.22
Gross earnings from operation—page 35.....		227,657.86
Gross earnings from operation per mile of road.....	104.83	2,171.69
Gross earnings from operation per train mile	1,465.49	1.55.345
Operating expenses—page 45.....		161,307.85
Operating expenses per mile of road.....	104.83	1,538.75
Operating expenses per train mile.....	1,465.49	1.10.071
Income from operation—page 31.....		57,926.43
Income from operation per mile of road.....	104.83	552.57
TRAIN MILEAGE—		
Miles run by freight trains.....	112,556	.....
Miles run by mixed trains.....	33,993	.....
Total mileage trains earning revenue	146,549	.....
Average number of freight cars in train.....	35	.....
Average number of loaded cars in train.....	35	.....
Average number of empty cars in train	35	.....
Average number of tons of freight in train.....	420
Average number of tons of freight in each loaded car.....	12

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EXPLANATORY REMARKS.

The "Average Receipts per Passenger per Mile" is computed on mileage of main line, only 59.13 miles as returned on page 67, "Table B," for the reason that there were no "Passenger Earnings" on branches.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons	Per Cent.
Saw logs (43,145 loads).....	517, 740	.....	517, 740	.....
Merchandise.....	5, 451	.....	5, 451	.....
Total tonnage—Minnesota.....	523, 191	523, 191
Total tonnage—entire line.....	523, 191	523, 191

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Ad- ded during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives, Owned and Leased—						
Passenger	1	4	4	Westinghouse.....		
Freight	6	6	2	Westinghouse.....		
Switching.....			3	Steam drivers.....		
			1			
Total locomotives in service.	11					
Less locomotives leased.....	1					
Total locomotives owned.....		10	6	Westinghouse.....		
Cars, Owned and Leased—In Passenger Service—						
Combination cars.....	1					
Total.....	1					
In Freight Service—						
Box cars.....	1					
Flat cars.....	23					
Total.....	24					
In Company's Service—						
Caboose cars.....	5					
Other road cars.....	376	215	215	Westinghouse.....		
Total.....	381	215	215	Westinghouse.....		
Total cars in service	406	215	215	Westinghouse.....		
Total cars owned	406	215	215	Westinghouse.....		

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EXPLANATORY REMARKS.

One dinky engine not in use.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Con- tract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	59.13	45.17					104.83			104.83
Miles of yard track and sidings.....	6.29						6.29			6.29
Total mileage operated (all tracks).....	65.42	45.70					111.12			111.12

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—										
Minnesota.....	59.13	45.70					104.83			104.83
Total mileage operated (single track).....	59.13	45.70					104.83			104.83

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Minnesota.....	59.13	45.70		104.83			104.83
Total mileage owned (single track).....	59.13	45.70		104.83			104.83

MILEAGE—STATE OF MINNESOTA.

(Page 67, B.)

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Con- tract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track,	59.13	45.70	.....	.....	.....	104.83	.....	.....	104.83
Miles of yard track and sidings,	6.29	.....	.....	.....	.....	6.29	.....	.....	6.29
Total mileage operated (all tracks)	65.42	45.70	.....	.....	.....	111.12	.....	.....	111.12

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OF MINNESOTA—									
Minnesota	59.13	45.70	.....	.....	.....	104.83	.....	.....	104.83
Total mileage operated (single track)	59.13	45.70	.....	.....	.....	104.83	.....	.....	104.83

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line, Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	59.13	45.70	104.83	...	.....	104.83
Total mileage owned (single track).....	59.13	45.70	104.83	.....	.....	104.83

(Page 69.)

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Anthracite.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger, mixed.....	607	.....	607	33,993	56
Freight	4,263	*500	4,263	112,556	26.4
Construction and switching	1,817	†2,320	1,817	66,000	36.3
Total.....	6,687	2,820	6,687	212,549

*Used in firing up engines.

†Used in wood-burning engines.

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

EMPLOYEES.

KIND OF ACCIDENT.	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	6	.....	.....	.....	.....	.....	.....
Falling from trains and engines...	3
Collisions.....	1
At stations.....	1	3
Other causes	1	32
Total	1	10	1	35

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EXPLANATORY REMARKS.

Killed by collision—M. Livernois. Engine No. 3 and crew left 13 empties on hill about a mile out on Camp No. 4 branch and returned to main line for 9 more cars. On their return trip met and collided with the 13 empties, which had in some way been released. Livernois was sitting on the head car of the 9 being pushed towards the top of the hill, his back towards the approaching runaway cars, a sack about his head and ears to keep warm. Did not see nor hear the danger. Instantly killed.

Killed by other causes—James Norton. Standing on a skidway on the head of a line of logs, he and Holt started the front log rolling, a number of the logs following behind stopped, the front log swerved out of line and deceased endeavored, by throwing his weight upon it, to bring the end around and start it rolling straight down the skidway. He fell over the log and could not free himself from it and the log rolled over his body, crushing him and killing him almost instantly.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.
BRIDGES—				
Wooden.....	2	60	30	30
Combination	1	150	.....	.....
Total	3	210	.....	.....
Trestles	14	3,753	30	1,980

Gauge of track, 4 feet 8½ inches. 104.83 miles.

TELEGRAPH.

Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of line.....	59.13
Miles of wire.....	59.13

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

No arrangement with fast freight lines. The customary rate for mileage is paid for foreign cars on this line without distinction.

Burlington, Cedar Rapids & Northern Railway Co.

HISTORY

(Page 3.)

1. Name of common carrier making this report? Burlington, Cedar Rapids & Northern Railway Co.

2. Date of organization? June 22, 1876.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. In Iowa, under the provision of title 9, chapter 1, of the Code of Iowa, adopted in 1873. Reorganized June, 1876, by articles of incorporation filed June 22, 1876. In Minnesota, under the General Laws of the State of Minnesota, by articles of incorporation, filed May 26, 1882, and as amended July 17, 1884. In South Dakota, under the General Laws of the United States of America. Territory of Dakota, by articles of incorporation, filed July 5, 1884, and filed again under the laws of South Dakota, July 31, 1890.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Burlington, Cedar Rapids & Northern Railway Co. was organized in 1876, and by lease, acquired from time to time, the Iowa City & Western; the Cedar Rapids, Iowa Falls & North-Western; the Cedar Rapids & Clinton, and the Chicago, Decorah & Minnesota Railways, a majority of the stock to control the operation of the leased lines and guaranteeing the principal and interest of their bonded indebtedness. The bonded indebtedness of the above lines has been in part consolidated, and in due time the entire consolidation will be accomplished.

5. Date and authority for each consolidation? The Burlington, Cedar Rapids & Minnesota Railway, June 30, 1868, chapter 52, Code of Iowa. The Burlington, Cedar Rapids & Northern Railway, June 22, 1876, title 9, chapter 1, Code of Iowa.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Burlington, Cedar Rapids & Northern is a reorganized company, created by the foreclosure and purchase of the Burlington, Cedar Rapids & Minnesota Railway, a corporation formed by the consolidation of the Cedar Rapids & Burlington and the Cedar Rapids & St. Paul Railways, June 30, 1868. The articles of incorporation of said Burlington, Cedar Rapids & Minnesota Railway existing under the provision of chapter 52 of the Code of Iowa, were filed for record March 27, 1871; Feb. 27, 1872, and again as amended, June 22, 1873.

7. What carrier operates the road of this company? The Burlington, Cedar Rapids & Northern Railway Co.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Geo. W. Cable.....	Davenport, Iowa	Term expires 1897
Thos. Hedge.....	Burlington, Iowa	Term expires 1897
J. Carskadden.....	Muscatine, Iowa.....	Term expires 1897
C. J. Ives	Cedar Rapids, Iowa...	Term expires 1897
J. C. Peasley.....	Chicago, Ill.....	Term expires 1898
J. W. Blythe.....	Burlington, Iowa	Term expires 1898
W. G. Purdy.....	Chicago, Ill.....	Term expires 1898
W. H. Truesdale	Chicago, Ill.....	Term expires 1898
R. R. Cable	Chicago, Ill.....	Term expires 1899
C. P. Squires.....	Burlington, Iowa	Term expires 1899
Lyman Cook	Burlington, Iowa	Term expires 1899
F. H. Griggs.....	Davenport, Iowa	Term expires 1899
A. Kimball.....	Davenport, Iowa	Term expires 1899

Total number of stockholders at date of last election? 290.

Date of last meeting of stockholders for election of directors? May 26, 1896.

Give postoffice address of general office? Cedar Rapids, Iowa.

Give postoffice address of operating office? Cedar Rapids, Iowa.

OFFICERS.

(Page 7.)

Title.	Name.	Location of Office.
Chairman of the board	R. R. Cable.....	Chicago, Ill.
President	C. J. Ives.....	Cedar Rapids, Iowa.
Vice President	Robt. Williams.....	Cedar Rapids, Iowa.
Secretary	S. S. Dorwart	Cedar Rapids, Iowa.
Treasurer	H. H. Hollister	New York, N. Y.
Assistant treasurer	S. S. Dorwart	Cedar Rapids, Iowa.
General solicitor... ..	S. K. Tracy.....	Burlington, Iowa.
Auditor	J. C. Broeksmit.....	Cedar Rapids, Iowa.
Chief engineer.....	H. F. White	Cedar Rapids, Iowa.
General superintendent.....	Robt. Williams.....	Cedar Rapids, Iowa.
Superintendent.....	Geo. A. Goodell	Cedar Rapids, Iowa.
Assistant superintendent.....	P. A. Murphy.....	Cedar Rapids, Iowa.
Division superintendent.....	W. P. Ward.....	Estherville, Iowa.
Superintendent of telegraph...	F. S. Spafard.....	Cedar Rapids, Iowa.
General freight agent	T. H. Simmons.....	Cedar Rapids, Iowa.
General passenger agent.....	J. Morton.....	Cedar Rapids, Iowa.
General ticket agent	J. Morton.....	Cedar Rapids, Iowa.
General baggage agent	J. Morton.....	Cedar Rapids, Iowa.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From.	To.		
1. Minneapolis & St. Louis R. R.....	State line.....	Albert Lea.....	12.57	12.57
2. Cedar Rapids, Iowa Falls and North-Western Ry.....	{ State line.....	Ellsworth.....	2.34	.....
	{ State line.....	Worthington.....	13.46
	{ State line.....	State line, So. Dakota.....	55.43
	{ Trosky.....	Jasper.....	9.18	80.41
Total.....	92.98

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PROPERTY OPERATED.

1. Burlington, Cedar Rapids & Northern Ry—				
a Main line.....	Burlington, Iowa.....	Albert Lea, Minn.....	241.82
b Milwaukee division.....	Linn Jct., Iowa.....	Postville, Iowa.....	94.13	.....
Muscatine division.....	Muscatine, Iowa.....	Riverside, Iowa.....	30.58	.....
Pacific division.....	Vinton, Iowa.....	Holland, Iowa.....	48.12	.....
Davenport division.....	Near Bennett, Iowa.....	Davenport, Iowa.....	31.51	172.83
				81.51
2. Iowa City & Western Ry.....	Iowa City, Iowa.....	What Cheer, Iowa.....	{ 57.22	.....
			{ 15.80	.....
2. Cedar Rapids, Iowa Falls & North-Western Ry.....	Holland, Iowa.....	Watertown, So. Dakota.....	.....	73.02
b Dows extension.....	Dows, Iowa.....	Armstrong, Iowa.....	91.26	327.98
Hayfield extension.....	Garner, Iowa.....	Madison Jct., Iowa.....	6.42	.....
Sioux Falls extension.....	Ellsworth, Minn.....	Sioux Falls, So. Dakota.....	42.49	.....
Lake Park extension.....	Lake Park, Iowa.....	Worthington, Minn.....	17.65	.....
Trosky extension, Minn.....	Trosky, Minn.....	Jasper, Minn.....	9.18	.....
				167.00
2. Cedar Rapids and Clinton Ry....	Iowa City, Iowa.....	Clinton, Iowa.....	79.20	.....
b Quarry line.....	Near Plato, Iowa.....	Quarry, Iowa.....	2.74	.....
				81.94
2. Chicago, Decorah & Minn. Ry.....	Postville Jct., Iowa.....	Decorah, Iowa.....	23.30	23.30
4. Waverly Short Line.....	Near Winslow, Iowa.....	Waverly, Iowa.....	5.68	5.68
5. Iowa Central Ry.....	Manly Jct., Iowa.....	Northwood, Iowa.....	11.39	11.39
Total.....	1,136.47

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock, common, B., C. R. & N. R'y Co.....	300,000	\$100.00	\$30,000,000	\$5,500,000	$3\frac{1}{2}$	\$192,500
Leased lines	240,000	\$100.00	24,000,000	1,735,000	.....	.....
Total.....	540,000	.....	\$54,000,000	\$7,235,000	.....	\$192,500

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for construction, common (a).....	17,350	.....
Issued for construction, preferred.....	17,350
Issued for reorganization, common (b).....	55,000
Total.....	79,700

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EXPLANATORY REMARKS.

a Under the contract with the leased lines the controlling amount of stock is issued to the Burlington, Cedar Rapids & Northern R'y Co., out of which, from time to time, the stock is to be issued on the certificates of the county treasurers for the local aid under the law governing such.

b For each main line bond, \$800 in bonds and seven shares of stock. For each Milwaukee division bond, \$500 in bonds and five shares of stock. For each Pacific division bond, \$250 in bonds and two one-half shares of stock. For each Muscatine division bond, \$300 in bonds and three shares of stock.

The main line, Milwaukee, Muscatine and Pacific divisions, form the Burlington, Cedar Rapids & Northern R'y proper, or 402.08 miles.

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate, Per Ct.	INTEREST.	
	Date of Issue.	When Due.						When Payable.	Am't Accrd'd during Y'r.
First Mortgage— a B, C. R. & N. R'y.....	June, 1877	June, 1906	(See page 18)	\$5,500,000	\$5,500,000	{ No cash realized }	5	{ June, Dec. }	\$325,000.00
b Minneapolis & St. Louis R'y.....	June, 1877	June, 1927	(See page 18)	150,000	150,000	{ No cash realized }	7	{ June, Dec. }	10,500.00
Iowa City & Western R'y.....	Sept., 1879	Sept., 1909	\$1,000,000	584,000	584,000	\$585,920.00	7	{ March, Dec. }	40,880.00
C. R., I. F. & N. W. R'y.....	Oct., 1880	Oct., 1920	1,300,000	825,000	825,000	763,125.00	6	{ April, Oct. }	49,500.00
C. R., I. F. & N. W. R'y.....	Oct., 1881	Oct., 1921	1,000,000	1,905,000	1,905,000	1,700,000.00	5	{ April, Oct. }	95,250.00
Consolidated R'y.....	Ap'l, 1884	Ap'l, 1934	Not limited	5,799,000	5,799,000	4,574,802.50	5	{ April, Oct. }	289,950.00
Iowa City & Western R'y.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	.....	\$15,763,000	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	\$7,623,847.50	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	\$813,513.33
.....	.....	.....	.....	.....	.....	.....	.....	.....	\$813,513.33

* See note b, page 16. † One month's interest on \$584,000, 5 per cent consolidated railway bonds.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....				
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....	\$15,763,000	\$15,763,000	\$813,513.33	\$813,513.33
Equipment trust obligations—page 21.....				
Total.....	\$15,763,000	\$15,763,000	\$813,513.33	\$813,513.33

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$252,351.45	Audited vouchers and accounts.....	\$280,712.04
Bills receivable.....	119,237.54	Wages and salaries.....	186,459.90
Due from agents.....	92,919.37		
Due from solvent companies and individuals.....	36,315.31	Total current liabilities.....	\$447,171.94
Net traffic balances due from other companies.....	107,887.13	Balance cash assets.....	203,538.86
Other cash assets (excluding materials and supplies)*.....	42,000.00		
Total cash and current assets.....	\$650,710.80	Total.....	\$650,710.80

* Materials and supplies on hand, \$488,349.23. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$7, 235, 000	\$7, 235, 000	.....	1, 075.32	\$6, 728. 22
Bonds—page 19 (grand total).....	15, 763, 000	15, 763, 000	.....	1, 057.96.6	14, 899. 76
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$22, 998, 000	\$22, 998, 000	.....	.....	.....

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded) the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Burlington, Cedar Rapids & Northern R'y.....	\$5, 500, 000	\$6, 500, 000	\$12, 000, 000	.....	.....
Minneapolis & St. Louis R'y.....	.....	150, 000	150, 000	.....	.....
Iowa City & Western R'y.....	600, 000	584, 000	1, 184, 000	.....	.....
Cedar Rapids, Iowa Falls & North-Western R'y.....	605, 000	2, 730, 000	3, 335, 000	.....	.....
Cedar Rapids & Clinton R'y.....	300, 000	.....	300, 000	.....	.....
Chicago, Decorah & Minnesota R'y.....	230, 000	.....	230, 000	.....	.....
Consolidated Railway.....	.....	5, 799, 000	5, 799, 000	.....	.....
Total.....	\$7, 235, 000	\$15, 763, 000	\$22, 998, 000	1, 057.93.6	\$21, 738.55

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Ex- penses.	Not Included in Operating Expenses.				
		Charged to In- come Account as Permanent Improvements.	Charged to Construction or Equipment.			
CONSTRUCTION—						
Right of way.....			\$16,082.15			
Other real estate (a).....		\$49,171.82	14,182.00			
Fences.....			3,182.88			
Grading and bridge and culvert masonry.....			22,431.40			
Rails.....			16,114.71			
Ties.....			13,803.45			
Buildings, furniture and fixtures.....			9,089.98			
Engineering expenses.....			2,283.53			
Sidings and yard extensions.....			4,756.72			
Consolidation of constructed road (b).....			43,800.00			
Other items.....		13,025.64				
Total construction.....		\$62,197.46	\$144,696.87	\$21,458,464.40	\$21,603,161.27	\$19,526.33
EQUIPMENT—						
Locomotives.....	\$90,000.00					
Freight cars.....	104,871.40					
Total equipment.....	\$194,871.40			\$4,201,924.84	\$4,201,924.84	
Grand total cost construction, equipment, etc.....				\$25,660,389.24	\$25,805,086.11	\$3,798.87

a Account new union depot. b See note page 53.

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INCOME ACCOUNT—ENTIRE LINE.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$4,877,983.22	
Less operating expenses—page 45.....	3,127,744.10	
Income from operation.....		\$1,750,239.12
Miscellaneous income—less expenses—page 41.....		17,320.58
Total income.....		\$1,767,559.70
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$813,513.33	
Rents paid for lease of road—page 47, A.....	11,666.66	
Taxes.....	127,246.68	
Permanent improvements—page 29.....	49,171.82	
Other deductions.....	13,025.64	
Total deductions from income.....	\$1,014,624.13	\$1,014,624.13
Net income.....		\$752,935.57
Dividends, 3½ per cent, common stock—page 17.....	\$192,500.00	
Total.....	\$192,500.00	\$192,500.00
Surplus from operations of year ending June 30, 1896.....		\$560,433.57
Surplus on June 30, 1895 (from "general balance sheet," 1895 report)...		1,688,348.94
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51)		\$2,248,782.51

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

PASSENGER—	Actual Earnings.
Passenger revenue.....	\$32,778.33
Total passenger revenue.....	\$32,778.33
Mail.....	8,641.77
Express.....	3,946.38
Total passenger earnings.....	\$45,366.48
FREIGHT—	
Freight revenue.....	\$213,532.00
Total freight revenue.....	\$213,532.00
Total freight earnings.....	\$213,532.00
Total passenger and freight earnings.....	\$258,898.48
Total gross earnings from operation—Minnesota.....	\$258,898.48
Total gross earnings from operation—Entire line.....	4,877,983.22

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STOCKS OWNED.

Railway Stocks.

NAME	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Iowa City & Western Ry., 6,000 shares.....	\$500,000	.....	.....	\$600,000
C. R. I. F. & N-W. Ry., 6,050 shares.....	605,000	.....	.....	605,000
Cedar Rapids & Clinton Ry., 3,000 shares...	300,000	.....	.....	300,000
Chicago, Decorah & Minn. Ry., 2,300 shares	230,000	230,000
Total.....	\$1,735,000	\$1,735,000

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks, third rail.....	Mediapolis.....	Burlington & North-West'n	.....	\$4,350.00
Total rents received	.....	.....	.....	\$4,350.00

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Miscellaneous receipts.....	\$16,244.08
Lots leased and sold.....	1,076.50
Total.....	\$17,320.58

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$525,209.61
Renewals of rails.....	127,918.20
Renewals of ties.....	70,540.59
Repairs and renewals of bridges and culverts.....	95,902.39
Repairs and renewals of fences, road crossings, signs and cattle guards.....	29,791.07
Repairs and renewals of buildings and fixtures.....	96,673.50
Repairs and renewals of telegraph.....	5,566.03
Stationery and printing.....	248.20
Other expenses.....	3,878.68
Total.....	\$955,728.27

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$10,361.75
Repairs and renewals of locomotives.....	220,104.45
Repairs and renewals of passenger cars.....	27,428.47
Repairs and renewals of freight cars.....	275,869.68
Repairs and renewals of work cars.....	2,657.37
Repairs and renewals of shop machinery and tools.....	32,347.70
Stationery and printing.....	416.81
Other expenses.....	18,123.45
Total.....	\$587,309.68

CONDUCTING TRANSPORTATION.

Superintendence.....	\$3,682.84
Engine and roundhouse men.....	301,420.78
Fuel for locomotives.....	288,442.15
Water supply for locomotives.....	25,842.39
Oil, tallow and waste for locomotives.....	11,545.46
Train service.....	211,865.19
Train supplies and expenses.....	61,429.05
Switchmen, flagmen and watchmen.....	60,285.51
Telegraph expenses.....	70,665.76
Station service.....	184,349.41
Station supplies.....	42,906.27
Car mileage—balance.....	33,203.96
Hire of equipment.....	22,135.77
Loss and damage.....	14,988.81
Injuries to persons.....	36,904.02
Clearing wrecks.....	2,455.38
Advertising.....	6,059.51
Outside agencies.....	18,250.60
Commissions.....	4,170.59
Rents for tracks, yards and terminals—page 47, B.....	1,797.82
Rents of buildings and other property.....	5,075.65
Stationery and printing.....	19,383.19
Other expenses.....	5,166.71
Total.....	\$1,432,026.82

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$56,672.43
Salaries of clerks and attendants.....	56,673.81
General office expenses and supplies.....	13,001.77
Insurance.....	8,530.00
Law expenses.....	11,064.45
Stationery and printing (general offices).....	4,955.91
Other expenses.....	1,780.96
Total.....	\$152,679.33

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$955,728.27
Maintenance of equipment.....	587,309.68
Conducting transportation.....	1,432,026.82
General expenses.....	152,679.33
Grand total.....	\$3,127,744.10
Percentage of expenses to earnings—entire line.....	64.119-1000
Operating expenses—State of Minnesota.....	\$184,847.08
Percentage of expenses to earnings—Minnesota.....	71.4

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Iowa Central Ry.....	\$11,666.66	\$11,666.66
Total rents, A.....	\$11,666.66	\$11,666.66

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	It m.	Total.
Tracks.....	From Madison Jct. to Forest City.....	Minneapolis & St. Louis Ry. Co.....	.....	\$1,077.82
Terminals.....	Muscatine.....	Chi., R. I. & Pac. Ry.....	720.00
Grand total, B.....	\$1,797.82

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$21,458,461.40	Cost of road—page 29.....	\$21,603,161.27	.....	\$144,696.87	.....
4,201,924.84	Cost of equipment—page 29.....	4,201,924.84	.....	.....	.....
1,735,000.00	Stocks owned—page 37.....	1,735,000.00	.....	.....	.....
.....	Bonds owned—page 39.....	.....	.....	.....	.....
198,599.25	Other permanent investments.....	237,366.79	.....	38,767.54	.....
428,497.16	Cash and current assets—page 23.....	650,710.80	.....	222,213.64	.....
184,322.97	OTHER ASSETS—	.....	.....	304,026.26	.....
.....	Materials and supplies.....	488,349.23	.....	1,289.04	.....
.....	Sundries.....	1,289.04	.....	.....	.....
.....	Grand total .....	.....	\$28,917,801.97	\$710,993.35	.....
\$28,206,808.62					

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$7,235,000.00	Capital stock—page 17.....	\$7,235,000.00	.....	.....	.....
15,763,000.00	Funded debts—page 23.....	15,763,000.00	.....	.....	.....
296,612.16	Current liabilities—page 23.....	147,171.94	.....	\$150,559.78	.....
3,223,847.52	Additional improvement and equipment.....	3,223,847.52	.....	.....	.....
1,688,346.94	Profit and loss—page 31 (or 35).....	2,246,782.51	\$560,433.57
.....	Grand total.....	\$28,917,801.97	\$710,993.35
\$28,206,808.62					

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. During the year this company released its contract with the Minneapolis & St. Louis Railway Co. for the joint use of its track, from Madison Junction to Forest City, 8.45 miles, and built a line from Garner to Forest City, a distance of 10.63 miles.

8. During the year, and immediately after the payment of the March coupon of the Iowa City & Western 7 per cent railway bonds, said bonds were paid off under the option of the mortgage, and in lieu thereof \$584,000 5 per cent consolidated railway bonds were issued. Provision was made for the payment of one month's interest, the April coupon being detached from the \$584,000 consolidated Burlington, Cedar Rapids & Northern Railway bonds.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract on file with the Inter State Commerce Committee. Compensation, \$6,000 per month, and at the end of each 12 months from date of contract, if 40 per cent of the express company's gross earnings exceeds \$72,000, the express company is to pay the railway company the amount of such excess.

2. No fixed contract. The rate of compensation for carrying the United States mails is based upon the weighing of the mails for periods fixed by the government.

3. The Pullman Palace Car Co. runs its sleepers over our line and charges in addition to the regular passenger rates, \$1.50 or \$2.00 for berths or seats, according to distance.

7. Contract between the Western Union Telegraph Co. with the Burlington, Cedar Rapids & Northern Railway Co. covering the road from Burlington, Iowa, to Albert Lea, Minn., and from Vinton, Iowa, to Sioux Falls and Watertown, South Dakota, and on the various branches and divisions thereof. Provides for construction, reconstruction, repairs and operation of telegraph lines on said road, its branches and divisions. It also provides for mutual free privileges.

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SECURITY FOR FUNDED DEBT — PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From.	To	Miles.		
First mortgage.....	Burlington	State line.....	228.8	15,000.00	.....
First mortgage.....	Vinton.....	Holland ...	47.4		.....
First mortgage.....	Linn Jct.....	Postville.....	94.1		.....
First mortgage.....	Muscatine.....	Riverside.....	30.7		.....
First mortgage.....	Iowa City.....	What Cheer... }	73.33		.....
First mortgage.....	Thornburg.....	Montezuma.....	182.		.....
First mortgage.....	Holland.....	Worthington... }	163.11.6		.....
First mortgage.....	Lake Park.....	Watertown.....	41.07		.....
First mortgage.....	Dows.....	Madison.....	42.5		.....
First mortgage.....	Ellsworth.....	Siaux Falls.....	26.23		.....
First mortgage.....	Forest City.....	West.....	8.97	12,000.00	.....
First mortgage.....	Tosky.....	Quarry.....	25.5		.....
First mortgage.....	Postville.....	Decorah.....	81.65		.....
First mortgage.....	Clinton.....	Iowa City.....	12.57	
First mortgage.....	State line.....	Albert Lea.....		

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Com- pensation.
Station agents.....	13	4,096	\$7,905.28	\$1.93
Other stationmen.....	20	6,260	8,451.00	1.35
Enginemen.....	4	1,300	4,940.00	3.80
Firemen.....	4	1,300	2,990.00	2.30
Conductors.....	7	2,191	6,573.60	3.00
Other trainmen.....	10	3,130	6,510.40	2.08
Carpenters.....	4	1,252	600.00	1.65
Other shopmen.....	22	7,560	11,335.00	1.50
Section foremen.....	10	3,130	4,695.00	1.50
Other trackmen.....	42	13,146	16,452.50	1.25
Switchmen, flagmen and watchmen.....	8	2,504	5,634.00	2.25
Telegraph operators and dispatchers.....	8	2,504	5,108.16	2.04
All other employees and laborers.....	7	1,878	3,662.20	1.95
Total, Minnesota.....	159	50,251	\$84,836.54	\$1.68
Total, Minnesota.....	159	50,251	\$84,836.54	1.68
Total, Minnesota.....	159	50,251	84,836.54	1.68
Total, entire line.....	3,030	943,569	\$1,746,818.61	1.85

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue	79,751	.....
Number of passengers carried one mile	1,278,353	.....
Number of passengers carried one mile per mile of road	13,748	.....
Average distance carried	16,029	.....
Total passenger revenue—page 35		\$32,778.33
Average amount received from each passenger .....		.41.100
Average receipts per passenger per mile .....		.02.564
Total passenger earnings—page 35		45,366.48
Passenger earnings per mile of road		487.91.655
Passenger earnings per train mile .....		.81.502
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63	732,144	.....
Number of tons carried one mile	11,161,934	.....
Number of tons carried one mile per mile of road	120,046	.....
Average distance haul of one ton	15,245	.....
Total freight revenue—page 35		213,532.00
Average amount received for each ton of freight .....		.29.165
Average receipts per ton per mile .....		.01.913
Total freight earnings—page 35		213,532.00
Freight earnings per mile of road		2,296.53.688
Freight earnings per train mile		2.87.410
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35		246,310.33
Passenger and freight revenue per mile of road		2,649.06.786
Passenger and freight earnings—page 35		255,898.48
Passenger and freight earnings per mile of road		2,784.45.343
Gross earnings from operation—page 35		255,898.48
Gross earnings from operation per mile of road		2,784.45.343
Gross earnings from operation per train mile		1.99.217
Operating expenses—page 45		184,847.08
Operating expenses per mile of road		1,988.03.054
Operating expenses per train mile		1.42.236
Income from operation—page 31		253,898.48
Income from operation per mile of road		791.42
TRAIN MILEAGE—		
Miles run by passenger trains	51,272	.....
Miles run by freight trains	69,904	.....
Miles run by mixed trains	8,782	.....
Total mileage trains earning revenue	129,958	.....
Miles run by switching trains	48,094	.....
Grand total train mileage	178,052	.....
Mileage of loaded freight cars—west	1,090,125	.....
Mileage of loaded freight cars—east	1,539,115	.....
Mileage of empty freight cars—west	679,155	.....
Mileage of empty freight cars—east	218,665	.....
Average number of freight cars in train, entire line	1742	.....
Average number of loaded cars in train, entire line	1306	.....
Average number of empty cars in train, entire line	436	.....
Average number of tons of freight in train, entire line	266
Average number of tons of freight in each loaded car	12

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	803,282			
Number of passengers carried one mile.....	34,923,945			
Number of passengers carried one mile per mile of road.....	30,742			
Average distance carried.....	43,477			
Total passenger revenue—page 35.....		\$897,816.70		
Average amount received from each passenger.....			1.11	756
Average receipts per passenger per mile.....				.02.570
Total passenger earnings—page 35.....		1,094,682.14		
Passenger earnings per mile of road.....			963.62	864
Passenger earnings per train mile.....				.88.957
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	1,988,839			
Number of tons carried one mile.....	328,551,263			
Number of tons carried one mile per mile of road.....	289,217			
Average distance haul of one ton.....	165 197-1000			
Total freight revenue—page 35.....		3,778,951.08		
Average amount received for each ton of freight.....			1.90	007
Average receipts per ton per mile.....				.01.150
Total freight earnings—page 35.....		3,778,951.08		
Freight earnings per mile of road.....			3,326.64	144
Freight earnings per train mile.....				1.38.522
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		4,676,667.78		
Passenger and freight revenue per mile of road.....			4,116.78	.501
Passenger and freight earnings—page 35.....		4,873,633.22		
Passenger and freight earnings per mile of road.....			4,290.17	
Gross earnings from operation—page 35.....		4,877,983.22		
Gross earnings from operation per mile of road.....			4,293.99	931
Gross earnings from operation per train mile.....				1.34.305
Operating expenses—page 45.....		3,127,744.10		
Operating expenses per mile of road.....			2,753.29	586
Operating expenses per train mile.....				.86.116
Income from operation—page 31.....		1,750,239.12		
Income from operation per mile of road.....			1,540.70	
TRAIN MILEAGE—				
Miles run by passenger trains.....	1,199,085			
Miles run by freight trains.....	2,306,976			
Miles run by mixed trains.....	125,949			
Total mileage trains earning revenue.....	\$3,632,010			
Miles run by switching trains.....	457,595			
Miles run by construction and other trains.....	79,547			
Grand total train mileage.....	4,169,152			
Mileage of loaded freight cars—west.....	13,917,605			
Mileage of loaded freight cars—east.....	17,456,887			
Mileage of empty freight cars—west.....	7,052,908			
Mileage of empty freight cars—east.....	3,424,443			
Average number of freight cars in train.....	1,742			
Average number of loaded cars in train.....	1,306			
Average number of empty cars in train.....	436			
Average number of tons of freight in train.....	266			
Average number of tons of freight in each loaded car.....	12			

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Received from Connecting Roads and Other Carriers, Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Grain.....	81,121	1,3,075	204,196	27.88
Flour.....	1,922	113,385	115,307	15.75
Other mill products.....	277	6,757	7,034	.96
Hay.....	7,276	2,946	10,222	13.13
Fruit and vegetables.....	458	26,461	26,919	3.67
Seeds.....	4,642	15,814	20,456	2.79
Butter and eggs.....	1,549	3,224	4,773	.65
Live stock.....	5,476	7,018	12,494	1.70
Other packing-house products.....	.....	4,590	4,590	.62
Anthracite coal.....	} 278	58,255	58,533	7.96
Bituminous coal.....		8,788	13,151	.18
Stone, sand and other like articles.....	4,363	92,582	93,253	12.73
Lumber.....	671	5,775	5,775	.78
Cement, brick and lime.....	.....	19,663	19,887	2.71
Agricultural implements, wagons, carriages, tools, etc.....	224	2,582	3,356	.45
Household goods and furniture.....	774	26,029	26,039	3.55
Merchandise.....	10	68,687	70,095	9.57
Miscellaneous—Other commodities not mentioned above.....	1,408	33,909	36,064	4.92
Total tonnage—Entire line.....	112,604	619,540	732,144	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Yr.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.		
			No.	Name.	No.	Name.	
Locomotives Owned and Leased—							
Passenger		32	32	{ 1 New York.....			
Freight	10	83	83	{ 31 Westinghouse...			
Switching	4	16	15	{ 79 Westinghouse...			
				{ 4 New York.....			
				{ 1 New York.....			
				{ 14 Westinghouse...			
Total locomotives in service.....	14	131	130				
Total locomotives owned	14	131	130				
Cars Owned and Leased, in Passenger Service—							
First class cars.....		38	38	Westinghouse....	38	Miller hook.	
Second class cars, chair cars.....		3	3	Westinghouse....	3	Miller hook.	
Combination cars.....		17	17	Westinghouse....	17	Miller hook.	
Baggage, express and postal cars.....		18	18		18	Miller hook.	
Total		76	76		76		
In Freight Service—							
Box cars	200	3,552	1,092	{ 1,024 Westingh'se	2,496	See page 64.	
Flat cars	50	391		{ 58 Boyden.....	206	See page 64.	
Stock cars	100	279	272	{ 20 Boyden.....	267	See page 64.	
Coal cars		223		{ 252 Westinghouse..	142		
Refrigerator cars.....		44	44	{ 37 Westinghouse..	44		
Other cars in freight service.....		2	2	{ 7 Boyden.....	44		
				Westinghouse.....			
Total	350	4,491	1,410		3,155		
In Company's Service—							
Officers' and pay cars.....		3	3	Westinghouse....	3	Miller hook.	
Gravel cars		25				{ 22 W., steel.	
Derrick cars		5				{ 31 W., No. 2.	
Caboose cars.....		72			67	{ 5 Janney.	
						{ 1 Gould.	
						{ 8 Chicago.	
Other road cars.....		31	2	{ Westinghouse.....	7	{ 5 W., No. 2.	
				{ Boyden.....		{ 1 Williams.	
						{ 1 Janney.	
Total.....		136	5		77		
Total cars in service		4,703			3,308		
Total cars owned.....		4,703			3,308		

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease	Line Operated Under Con- tract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track	241.82	204.34	673.24	.....	5.68	11.39	1,136.47	10.63	7.00	1,118.08
Miles of yard track and sidings	65.65	19.79	85.53	.....	.60	2.29	173.86	.....	123.40	48.17
Total mileage operated (all tracks)	307.47	224.13	758.77	.....	6.28	13.68	1,310.33	.....	130.40	1,166.25

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—	229.25	204.34	510.07	.....	5.68	11.39	960.73	10.63	7.00	942.34
Iowa	12.57	.....	80.41	.....	.....	.....	92.98	.....	.....	92.98
Minnesota .....	.....	.....	82.76	.....	.....	.....	82.76	.....	.....	82.76
South Dakota .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track)	241.82	204.34	673.24	.....	5.68	11.39	1,136.47	10.63	7.00	1,118.08

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Iowa	229.25	204.34	433.59	10.63	7.00	426.59
Minnesota	12.57	12.57	12.57
Total mileage owned (single track)	241.82	204.34	446.16	10.63	7.00	339.16

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track	12.57	.....	80.41	.....	.....	.....	92.98	.....	.....	92.98
Miles of yard track and sidings	3.42	.....	7.82	.....	.....	.....	11.24	.....	11.23	.....
Total mileage operated (all tracks)	15.99	.....	88.23	.....	.....	.....	104.22	.....	16.24	92.98

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OF MINNESOTA—Minnesota	12.57	80.41	92.98	92.98
Total mileage operated (single track).....	12.57	80.41	92.98	92.98

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.	.....			Iron.	Steel.
Minnesota	12.57	.....	.....	12.57	.....	.....	12.57
Total mileage owned (single track)	12.57	.....	.....	12.57	.....	.....	12.57

REMARKS.—Leased to the Burlington, Cedar Rapids & Northern R'y for 999 years.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW TIES LAID DURING YEAR.	Number.	Average Price at Distribut- ing Point.
Oak.....	6,177	.45.4
Cedar.....	4,495	.36.5
Total.....	10,672	.....

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	1,414	10	1,419	55,663	51
Freight.....	4,063	46	4,068	74,295	110
Switching.....	1,681	4	1,683	48,094	70
Total.....	7,158	60	7,188	178,052

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Gauge of track, 4 feet 8½ inches. 92.98 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making
this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
92.98	118.12	Western Union Telegraph Co.....	Burlington, Cedar Rapids & N. Ry. Co.

Chicago, Burlington & Northern Railroad Co.

(OF WISCONSIN AND MINNESOTA CONSOLIDATED.)

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, Burlington & Northern Railroad Company of Wisconsin and Minnesota, Consolidated.

2. Date of organization? Oct. 21, 1885.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Wisconsin and Minnesota.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Chicago, Burlington & Northern Railroad Co. of Wisconsin, organized Aug. 26, 1885, under revised statutes of Wisconsin, 1878, section 1820, *et seq.* Chicago, Burlington & Northern Railroad Co. of Minnesota, organized Aug. 27, 1885, under general statutes of Minnesota, 1878, chapter 34, title 1.

5. Date and authority for each consolidation? Consolidated Oct. 21, 1885, under revised statutes of Wisconsin, 1878, section 1833, as amended by chapter 260, Laws of 1880, chapter 263, Laws of 1882, chapter 293, Laws of 1893, and under General Laws of Minnesota, 1881, chapter 94.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
J. M. Forbes.....	Boston, Mass.....	2d Wednesday in June, 1897
C. E. Perkins.....	Burlington, Iowa.....	2d Wednesday in June, 1897
C. J. Paine.....	Boston, Mass.....	2d Wednesday in June, 1897
T. J. Coolidge.....	Boston, Mass.....	2d Wednesday in June, 1897
F. W. Hunnwell.....	Boston, Mass.....	2d Wednesday in June, 1897
J. L. Gardner.....	Boston, Mass.....	2d Wednesday in June, 1897
G. B. Harris.....	Chicago, Ill.....	2d Wednesday in June, 1897

Total number of stockholders at date of last election? Thirty-two.

Date of last meeting of stockholders for election of directors? June 10, 1896.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	J. M. Forbes.....	Boston, Mass.
President.....	Geo. B. Harris.....	Chicago, Ill.
Secretary.....	W. J. Ladd.....	Boston, Mass.
Treasurer.....	J. C. Peasley.....	Chicago, Ill.
Attorney, or general counsel.....	J. W. Losey.....	La Crosse, Wis.
Auditor and asst. treasurer.....	N. B. Hinckley.....	St. Paul, Minn.
Chief engineer.....	S. D. Purdy.....	La Crosse, Wis.
General superintendent.....	J. R. Hastings.....	St. Paul, Minn.
Assistant superintendent.....	D. Cunningham.....	La Crosse, Wis.
Assistant superintendent.....	J. C. Howard.....	Minneapolis, Minn.
Superintendent of telegraph.....	F. C. Beisel.....	La Crosse, Wis.
General freight agent.....	W. J. C. Kenyon.....	St. Paul, Minn.
General passenger agent.....	W. J. C. Kenyon.....	St. Paul, Minn.
General baggage agent.....	E. A. Ladd.....	Chicago, Ill.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
1. a. C., B. & N. R. R. of Wisconsin and Minnesota Consolidated	Wisconsin state line.....	St. Paul	22.42	.....
b. Same.....	At Winona.....	.....	1.19	.....
				23.61
5. Winona Bridge R'y.....	Winona.....	.....	.45	.....
St. Paul Union Depot.....	St. Paul .....	.....	.58	.....
Great Northern R'y.....	St. Paul	Minneapolis	10.72
Minneapolis Union R'y.....	Minneapolis.....	2.21	13.91
Total	37.52

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PROPERTY OPERATED.

1. a. C., B. & N. R. R. of Wisconsin and Minnesota.....	Wisconsin state line, near East Dubuque....	St. Paul, Minn.....	244.84
b. Same.....	East Winona, Wis.....	Winona, Minn.....	1.33	.....
				246.17
2. C., B. & N. R. R. of Illinois.....	Oregon, Ill.....	East Dubuque, Ill.....	72.94	.....
Same.....	Savanna, Ill.....	Fulton, Ill.....	16.72	.....
Same.....	Galena Junction, Ill.....	Galena, Ill.....	3.82	.....
Same.....	At Dubuque, Iowa.....	.....	.53	.....
				94.05
5. Chicago & Iowa R. R.....	At Oregon, Ill.....	.....	.26	.....
C., B. & Q. R. R.....	At Fulton, Ill.....	.....	.67	.....
Illinois Central R. R.....	Portage Curve, Ill.....	East Dubuque.....	12.78	.....
Same.....	At East Dubuque.....	.....	1.22	.....
Same.....	At East Dubuque.....	.....	.52	.....
Dunleith & Dubuque Bridge.....	East Dubuque.....	Dubuque.....	.66	.....
Winona Bridge R'y.....	East Winona.....	Winona.....	.98	.....
St. Paul Union Depot.....	At St. Paul.....	.....	.53	.....
Great Northern R'y.....	St. Paul.....	Minneapolis.....	10.72
Minneapolis Union R'y.....	At Minneapolis.....	2.21	30.55
Total	370.77

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand'g.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock, common.....	120,000	\$100.00	\$12,000,000	\$9,853,000	.....	.....
Capital stock, preferred.....	.....	.....	.....	*2,147,000	.....	.....
Total	120,000	\$100.00	\$12,000,000	\$12,000,000	.....	.....

* Held in trust for conversion of bonds.

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for construction, common.....	.....	.....	†90,000	.....
Issued at par in exchange for an equal amount of first mortgage bonds, redeemed and cancelled	940	.....	8,530	.....
Total	940	98,530

† Issued in part payment for construction and equipment of road, etc.

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate, Per Ct.	When Payable.	Am't Accr'd during Y'r.	Am't Paid during Y'r.
First mortgage.....	1885	1926	\$9,000,000	\$9,000,000	\$3,147,000	{ See previous reports.	5	{ April.	\$412,050	\$412,050
Second mortgage.....	1888	1918	3,625,000	2,515,000	2,515,000	{ See previous reports.	6	{ June.	150,900	150,900
Debenture	1886	1896	2,500,000	2,250,000	935,000	{ See previous reports.	6	{ Dec.	56,100	56,100
Equipment.....	1838	1903	940,000	940,000	908,000	{ See previous reports.	5	{ Feb'y.	43,400	45,400
Funding notes	1894	1926	320,000	320,000	320,000	{ 320,000	6	{ April.	16,500	16,500
Mortgage bonds.....	.....	.....	\$15,125,000	\$13,765,000	\$11,597,000	.....	.....	.....	\$619,050	\$619,050
Miscellaneous obligations .....	.....	.....	1,260,000	1,260,000	1,228,000	.....	.....	.....	61,900	61,900
Grand total .....	.....	.....	\$16,385,000	\$15,025,000	\$12,825,000	.....	.....	.....	\$680,950	\$680,950

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds—page 19.....	\$13,765,000	\$11,597,000	\$619,050	\$619,050
Miscellaneous obligations—page 19.....	1,260,000	1,228,000	61,900	61,900
Income bonds—page 19.....				
Equipment trust obligations—page 21.....				
Total.....	\$15,025,000	\$12,825,000	\$680,950	\$680,950

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash	\$89,749.98	Loans and bills payable.....	\$1,151,122.45
Bills receivable.....	6,988.87	Audited vouchers and accounts.....	80,716.39
Due from agents.....	3,607.91	Wages and salaries.....	67,216.72
Due from solvent companies and individuals.....	86,166.16	Matured interest coupons unpaid (including coupons due July 1).....	25,555.00
Net traffic balances due from other companies.....	27,733.97	Miscellaneous.....	138,815.74
Other cash assets (excluding "Materials and Supplies"), *.....	266,178.69		
Total—Cash and current assets.....	\$487,375.58		
Balance—Current liabilities.....	976,060.72		
Total.....	\$1,463,436.30	Total.....	\$1,463,436.30

*Materials and supplies on hand, \$12,190.98. (See "general balance sheet," page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	Apportionment.		Amount per Mile of Line.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$9,853,000	.....	.....	347.82	\$38,328
Bonds—page 19 (grand total)	12,825,000	.....	.....	347.82	36,872
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$22,678,000	.....	.....	347.82	\$65,200

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of Which are Included in the Income Account.—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total	Amount per Mile of Line.	
				Miles.	Amount.
Chicago, Burlington & Northern Railroad of Wisconsin and Minnesota.....	\$9,853,000	\$12,825,000	\$22,678,000	340.22	66,657
Total.....	\$9,853,000	\$12,825,000	\$22,678,000	340.22	66,657

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$4, 290.80	\$60, 526.56	\$64, 817.86	.....
Fences.....		22, 284.60	22, 284.60	.....
Grading, bridge and culvert masonry.....	77, 500.00	485, 197.22	562, 697.22	.....
Bridges and trestles.....	3, 700.00	145, 360.83	149, 060.83	.....
Rails, ties and other superstructures.....		263, 414.17	263, 414.17	.....
Buildings, furniture and fixtures.....	*1, 180.00	319, 535.16	318, 355.16	.....
Shop machinery and tools.....		34, 317.51	34, 317.51	.....
Engineering expenses.....		24, 802.89	24, 802.89	.....
Discount on securities sold for construction.....		238, 624.53	238, 624.53	.....
Telegraph line.....		10, 688.67	10, 688.67	.....
Sidings and yard extensions.....		96, 098.45	96, 098.45	.....
Terminal facilities and elevators.....		303, 903.99	303, 903.99	.....
Road built by contract, cost of road and equipment Oct. 1, 1886.....		18, 302, 108.64	18, 302, 108.64	.....
Received for constructed road (see report for 1889).....		*175, 000.00	*175, 000.00	.....
Other items.....		39, 825.46	39, 825.46	.....
EQUIPMENT—				
Locomotives.....		26, 267.85	26, 267.85	.....
Passenger cars.....		37, 013.44	37, 013.44	.....
Sleeping, parlor, and dining cars.....		53, 102.46	53, 102.46	.....
Freight cars.....	23, 836.00	240, 306.81	264, 142.81	.....
Other cars of all classes.....		71, 640.03	7, 164.03	.....
15 locomotives, 1,500 freight cars, 10 way cars.....		940, 000.00	940, 000.00	.....
Total cost construction, equipment, etc.....	\$108, 146.80	\$21, 475, 548.27	\$21, 583, 695.07	62, 054
Total cost, Minnesota (approximate)	6, 197.83	3, 992, 225.69	3, 998, 423.52	169, 353

*Credit.

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$2, 093, 158.59	
Less operating expenses—page 45.....	1, 646, 618.51	
Income from operation.....		\$446, 540.08
Dividends on stocks owned—page 37.....	\$3, 000	
Interest on bonds owned—page 39.....	6, 500	
Income from other sources.....		9, 500
Total income.....		\$456, 040.08
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$680, 950.00	
Taxes.....	83, 191.46	
Other deductions, interest and exchange.....	23, 572.20	
Total deductions from income.....		\$787, 713.66
Deficit.....		\$331, 673.58
Deficit from operations of year ending June 30, 1896.....		\$331, 673.58
Deficit on June 30, 1895 (from "general balance sheet," 1895 report).....		1, 295, 386.91
Deficit on June 30, 1896 (for entry on "general balance sheet," page 49)..		\$1, 627, 060.49

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

	Earnings.
Passenger.....	\$43,100.07
Mail.....	4,672.71
Express	2,363.40
Extra baggage and storage.....	632.47
Other items—Milk.....	527.70
Total passenger earnings.....	\$51,296.35
Total freight revenue.....	\$149,417.83
Total freight earnings.....	\$149,417.83
Total passenger and freight earnings.....	\$200,714.18
OTHER EARNINGS FROM OPERATION—	
Switching charges—balance.....	\$1,055.75
Telegraph earnings.....	678.00
Rents from tracks, yards, and terminals—page 41.....	7,543.08
Rents not otherwise provided for.....	1,168.07
Other sources.....	58.53
Total other earnings.....	\$10,503.48
Total gross earnings from operation—Minnesota.....	\$211,217.66
Total gross earnings from operation—Entire line.....	\$2,093,158.59

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STOCKS OWNED.

Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Minnesota Transfer R'y Co.....	\$7,000.00			\$7,000.00
Northern Railroad & Terminal Co.....	500.00			500.00
Winona Bridge R'y Co.....	133,300.00			Nominal
St. Paul Union Depot Co.....	50,000.00	6	\$3,000.00	50,000.00
Total.....	\$190,800.00		\$3,000.00	\$57,500.00

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BONDS OWNED.

Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Winona Bridge R'y Co.....	\$130,000.00	5	\$6,500.00	\$104,300.00
Total	\$130,000.00		\$6,500.00	\$104,300.00

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks.....	Aitkin to Portage Curve, Ill.....	Chicago Great Western.....		\$3,147.84
Yards.....	{ East Winona, Wis.....	G. B. & Western.....	\$27.72	
	{ East Winona, Wis.....	Winona Bridge R'y.....	27.72	
				\$55.44
Terminals.....	{ Winona, Minn.....	G. B. & Western.....	\$3,592.50	
	{ Winona, Minn.....	Winona & Western.....	3,592.50	
	{ St. Paul.....	St. Paul & Duluth.....	358.08	\$7,543.08
Grand total.....				\$10,746.36

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$157,100.87
Renewals of rails.....	19,341.46
Renewals of ties.....	54,194.96
Repairs and renewals of bridges and culverts.....	82,137.37
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	5,085.74
Repairs and renewals of buildings and fixtures.....	14,723.90
Repairs and renewals of telegraph.....	5,368.19
Stationery and printing.....	261.46
Total.....	\$338,213.95

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$12,667.07
Repairs and renewals of locomotives.....	61,885.31
Repairs and renewals of passenger cars.....	15,680.78
Repairs and renewals of freight cars.....	164,511.05
Repairs and renewals of shop machinery and tools.....	3,493.52
Stationery and printing.....	494.90
Other expenses.....	1,500.18
Total.....	\$260,232.81

CONDUCTING TRANSPORTATION.

Superintendence.....	\$37,051.12
Engine and roundhouse men.....	145,901.38
Fuel for locomotives.....	138,828.92
Water supply for locomotives.....	10,394.63
Oil, tallow and waste for locomotives.....	4,112.33
Other supplies for locomotives.....	1,338.26
Train service.....	127,216.76
Train supplies and expenses.....	30,236.42
Switchmen, flagmen and watchmen.....	46,494.09
Telegraph expenses.....	34,973.54
Station service.....	86,467.61
Station supplies.....	11,787.18
Switching charges—balance.....	11,155.43
Car mileage—balance.....	57,565.55
Hire of equipment.....	25.00
Loss and damage.....	8,235.46
Injuries to persons.....	8,164.10
Clearing wrecks.....	836.89
Advertising.....	5,849.02
Outside agencies.....	35,842.72
Rents for tracks, yards and terminals—page 47, B.....	127,388.91
Rents of buildings and other property.....	14,698.72
Stationery and printing.....	5,465.73
Other expenses.....	23,219.88
Total.....	\$973,249.95

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries and general officers.....	\$26,495.22
Salaries of clerks and attendants.....	19,731.35
General office expenses and supplies.....	1,804.11
Insurance.....	12,210.74
Law expenses.....	8,529.08
Stationery and printing (general offices).....	2,753.24
Other expenses.....	3,398.06
Total.....	\$74,921.80

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$338,213.95
Maintenance of equipment.....	260,232.81
Conducting transportation.....	973,249.95
General expenses.....	74,921.80
Grand total.....	\$1,646,618.51
Percentage of expenses to earnings—entire line	78.67

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$338,654.60
Maintenance of equipment.....	25,980.51
Conducting transportation.....	173,864.20
General expenses	4,973.05
Approximate total.....	238,472.36
Percentage of expenses to earnings—Minnesota	112.90

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	{ St. Paul-Minneapolis.....	Great Northern Ry.....	\$39,133.20	.....
	{ Port Curve-E. Dubuque.....	Illinois Central Ry.....	21,000.00	.....
	{ Dubuque-E. Dubuque.....	Dunleith & Dubuque Br.Co.	18,000.00	.....
				\$78,133.20
Yards.....	{ Oregon, Ill.....	Chicago & Iowa R. R.....	\$511.44	.....
	{ Fulton, Ill.....	C. B. & Q. R. R.....	716.16	.....
	{ Winona, Minn.....	C. M. & St. P. Ry.....	133.20	.....
				\$1,360.80
Terminals.....	{ St. Paul.....	Great Northern Ry.....	\$20,443.44	.....
	{ Minneapolis.....	Minneapolis Union Ry.....	27,451.47	.....
				\$47,894.91
Total.....				\$127,388.91

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	ASSETS.		Item.	Total.
\$21,475,548.27		{ Cost of road—page 29..... }		\$21,583,695.07	
57,500.00		{ Cost of equipment—page 29..... }		57,500.00	
104,300.00		{ Stocks owned—page 37..... }		104,300.00	
2,241,000.00		{ Bonds owned—page 39..... }		2,147,000.00	
464,397.00		{ Chicago, Burlington & Northern Railroad stock, held in trust..... }		487,375.58	
82,544.17		{ Cash and current assets—page 23..... }		142,490.98	
230,397.47		OTHER ASSETS—		241,324.97	
63,598.75		{ Materials and supplies..... }		63,598.75	
1,295,386.91		{ Sinking fund..... }		1,627,060.49	
		{ Sundries..... }			
		{ Income account—page 31..... }			
		{ Grand total..... }			
	\$26,014,672.57				\$26,454,345.84

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	LIABILITIES.		Item.	Total.
\$12,000,000.00		{ Capital stock—page 17..... }			
12,829,000.00		{ Funded debt—page 23..... }			
1,080,863.03		{ Current liabilities—page 21..... }		\$432,573.27	
55,598.79		{ Sinking fund income..... }		11,104.85	
99,210.75		{ Profit and loss..... }			
		{ Grand total..... }			
	\$26,014,672.57				\$439,673.27

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IMPORTANT CHANGES DURING THE YEAR—WHOLE LINE.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

6 and 7. Nine hundred and forty shares of stock (held by trustees) exchanged for \$94,000 first mortgage bonds redeemed and canceled.

8. \$90,000 6 per cent funding notes issued, interest payable same dates as first mortgage coupons and due in 1926.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS OF THE WHOLE LINE.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Adams' Express company.

3. Sleeping cars are owned and operated by Pullman's Palace Car company.

7. The North American Telegraph company owns and operates wire strung on C., B. & N. poles, paying an annual rental of \$3,000.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From.	To.	Miles.		
First mortgage bonds	Oregon, Ill	Wisconsin state line.....	72.93	{ First mortgage on road and equipment on C., B. & N. R. of Illinois and on 32,000 shares of stock and \$3,000,000 bonds of C., B. & N. R. of Illinois, issued in part payment for construction and equipment of the railroad.
First mortgage bonds	Fulton, Ill.....	Savanna, Ill.....	16.72	.....
First mortgage bonds	Galena Junction, Ill	Galena, Ill.....	3.82	.....
First mortgage bonds	East Dubuque, Ill.....	Dubuque, Iowa.....	1.83	.....
First mortgage bonds	Illinois state line.....	St. Paul, Minn.....	24.84	.....
First mortgage bonds	East Winona, Wis.....	Winona, Minn.....	1.33	.....
First mortgage bonds	At La Crosse, Wis, freight line	At line	6.12	.....
First mortgage bonds	At North La Crosse spur	1.45	{ Second mortgage on same property as above. Note of company to be protected by any future mortgage of 15 locomotives, 1,500 freight cars, 10 way cars. Notes of company.
Second mortgage bonds.....	347.82	\$23,423.00	
Debenture bonds.....	10,000.00	
Equipment bonds.....	
Funding notes.....	

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EXPLANATORY REMARKS.

All the stock and first mortgage bonds of the C., B. & N. R. Co. of Illinois (the owner of the Illinois road) are pledged as part security for the Consolidated Company's first mortgage bonds.

Of the second mortgage bonds a portion have been issued in payment for an equal amount of debenture bonds taken up and canceled.

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EMPLOYES AND SALARIES—WHOLE LINE.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Com- pensation.
General officers.....	15	5,400	\$40,059.84	\$7.42
General office clerks.....	82	25,668	65,262.68	2.58
Station agents.....	50	18,168	31,051.68	1.71
Other station men.....	54	19,392	25,907.64	1.34
Enginemen.....	61	19,080	66,825.48	3.50
Firemen.....	64	18,336	39,485.16	2.15
Conductors.....	55	16,476	51,264.00	3.11
Other trainmen.....	77	24,060	47,131.44	1.96
Machinists.....	62	15,804	29,376.60	1.86
Carpenters.....	75	22,644	46,939.80	2.07
Other shopmen.....	197	61,680	102,751.08	1.67
Section foremen.....	66	24,252	37,082.04	1.53
Other trackmen.....	345	108,888	136,161.72	1.25
Switchmen, flagmen and watchmen..	43	15,204	32,799.60	2.16
Telegraph operators and dispatchers.....	46	13,224	29,631.00	2.24
All other employes and laborers.....	115	30,192	43,565.28	1.44
Total (including general officers).....	1,407	438,468	\$826,295.04	\$1.88
Less general officers.....	15	5,400	40,059.84	.....
Total (excluding general officers).....	1,392	433,068	\$786,235.20	.....
DISTRIBUTION OF ABOVE—				
General administration.....	97	31,068	\$106,322.52	\$3.42
Maintenance of way and structures.....	601	185,976	263,748.84	1.42
Maintenance of equipment.....	259	77,484	132,126.68	1.71
Conducting transportation.....	450	143,940	324,097.00	2.25
Total (including general officers).....	1,407	438,468	\$826,295.04	.....

(Page 58.)

EXPLANATORY REMARKS.

The information desired on the opposite page, for the State of Minnesota, cannot be given, as many of our men are employed in Illinois, Wisconsin and Minnesota.

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE
OF MINNESOTA.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue, estimated.....	186,627			
Number of passengers carried one mile, estimated.....	1,679,644			
Number of passengers carried one mile per mile of road, estimated.....	44,766			
Average distance carried, estimated.....	9			
Total passenger revenue—page 35.....		\$43,100.07		
Average amount received from each passenger, estimated.....			.23.094	
Average receipts per passenger per mile, estimated.....			.02.566	
Total passenger earnings—page 35.....		51,296.35		
Passenger earnings per mile of road.....		1,367.20		
Passenger earnings per train mile (see page 60).....				
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue, estimated.....	784,815			
Number of tons carried one mile, estimated.....	21,974,820			
Number of tons carried one mile per mile of road, estimated.....	585,682			
Average distance haul of one ton, estimated.....	28			
Total freight revenue—page 35.....		149,417.83		
Average amount received for each ton of freight, estimated.....			.19.038	
Average receipts per ton per mile, estimated.....			.680	
Total freight earnings—page 35.....		149,417.83		
Freight earnings per mile of road.....		3,982.35		
Freight earnings per train mile (see page 60).....				
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		192,517.90		
Passenger and freight revenue per mile of road.....		5,131.07		
Passenger and freight earnings—page 35.....		200,714.18		
Passenger and freight earnings per mile of road.....		5,349.53		
Gross earnings from operation—page 35.....		211,217.66		
Gross earnings from operation per mile of road.....		5,629.47		
Gross earnings from operation per train mile (see page 60).....				
Operating expenses—page 45. (Estimated).....		238,472.36		
Operating expenses per mile of road.....		6,355.87		
TRAIN MILEAGE—				
(See page 60).....				

(Page 60.)

EXPLANATORY REMARKS.

No record kept as to mileage by states.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'ngers No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	308,383			
Number of passengers carried one mile, estimated.....	15,269,492			
Number of passengers carried one mile per mile of road, estimated.....	41,183			
Average distance carried, estimated.....	49.51			
Total passenger revenue—page 35.....		\$344,732.95		
Average amount received from each passenger.....			1.11	787
Average receipts per passenger per mile, estimated.....				.02.258
Total passenger earnings—page 35.....		423,344.76		
Passenger earnings per mile of road.....		1,141.80		
Passenger earnings per train mile.....				.76.471
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	1,046,420			
Number of tons carried one mile, estimated.....	268,445,555			
Number of tons carried one mile per mile of road, estimated.....	724,022			
Average distance haul of one ton, estimated.....	256.54			
Total freight revenue—page 35.....		1,643,941.28		
Average amount received for each ton of freight.....			1.57	101
Average receipts per ton per mile, estimated.....				.612
Total freight earnings—page 35.....		1,643,941.28		
Freight earnings per mile of road.....		4,433.86		
Freight earnings per train mile.....				1.47.986
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		1,988,674.23		
Passenger and freight revenue per mile of road.....		5,363.63		
Passenger and freight earnings—page 35.....		2,067,286.04		
Passenger and freight earnings per mile of road.....		5,575.63		
Gross earnings from operation—page 35.....		2,093,158.59		
Gross earnings from operation per mile of road.....		5,645.43		
Gross earnings from operation per train mile.....			1.25	695
Operating expenses—page 45.....		1,646,618.51		
Operating expenses per mile of road.....		4,441.08		
Operating expenses per train mile.....				.98.927
Income from operation—page 31.....		446,540.08		
Income from operation per mile of road.....		1,204.36		
TRAIN MILEAGE—				
Miles run by passenger trains.....	545,157			
Miles run by freight trains.....	1,085,552			
Miles run by mixed trains.....	33,767			
Total mileage trains earning revenue.....	1,664,476			
Miles run by switching trains (see page 60).....	310,865			
Miles run by construction and other trains.....	83,652			
Grand total train mileage.....	2,058,993			
Mileage of loaded freight cars—north.....	10,025,158			
Mileage of loaded freight cars—south.....	12,252,972			
Mileage of empty freight cars—north.....	6,283,276			
Mileage of empty freight cars—south.....	4,188,851			
Average number of freight cars in train.....	30.17			
Average number of loaded cars in train.....	20.52			
Average number of empty cars in train.....	9.65			
Average number of tons of freight in train, estimated.....	260			
Average number of tons of freight in each loaded car, estimated.....	13			

(Page 61, B.)

EXPLANATORY REMARKS.

Mileage of switching engines estimated at six miles per hour.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT.

No record kept of freight traffic movement.

Approximate total tonnage—entire line, 1,046,420.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipm't Fitted with Automatic Coupler.				
			Number.	Name.	Number.	Janney.	Williams.	Columbia.	
Locomotives Owned and Leased—									
Passenger.....		12	12	Westinghouse.....	12	12	.....	.....
Freight.....		38	38	Westinghouse.....	10	10	.....	.....
Switching.....		8	8	Westinghouse.....	7	7	.....	.....
Total locomotives in service.....		58	58	Westinghouse.....	29	29	.....	.....
Total locomotives owned.....		58	58	Westinghouse.....	29	29	.....	.....
Cars (Owned and Leased) in Passenger Service—									
First class cars.....		20	20	Westinghouse.....	20	20	.....	.....
Combination cars.....		2	2	Westinghouse.....	2	2	.....	.....
Dining cars.....		2	2	Westinghouse.....	2	2	.....	.....
Parlor cars.....		2	2	Westinghouse.....	2	2	.....	.....
Baggage, express and postal cars.....		10	10	Westinghouse.....	10	10	.....	.....
Total.....		36	36	Westinghouse.....	36	36	.....	.....
In Freight Service—									
Box cars.....		2,450	406	Westinghouse.....	805	683	107	15	
Flat cars.....		100	2	Westinghouse.....	2	2	.....	.....
Stock cars.....		300	66	Westinghouse.....	96	62	21	13	
Coal cars.....		500	.....	.....	.....	.....	.....	.....
Total.....		3,350	474	Westinghouse.....	903	747	128	28	
In Company's Service—									
Officers' and pay cars.....		1	1	Westinghouse.....	1	1	.....	.....
Derrick cars.....		1	1	Westinghouse.....	1	.....	1	.....
Caboose cars.....		3	29	.....	.....	.....	.....	.....
Total.....		3	31	Westinghouse.....	2	1	1	.....
Total cars in service.....	3	3,417	512	Westinghouse.....	941	749	129	28	
Total cars owned.....	3	3,417	512	Westinghouse.....	911	749	129	28	

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs.								Iron.	STEEL.
Miles of single track.....	334.54	5.68					30.55	370.77			340.22
Miles of second track.....		6.12						6.12			6.12
Miles of yard track and sidings.....	65.91							65.94			65.94
North La Crosse spur.....		1.43						1.48			1.48
Total mileage operated (all tracks).....	400.48	13.28					30.55	444.31			413.76

B. Mileage of Line Operated by States and Territories (Single Track).

STATE AND TERRITORY—											
Illinois.....	89.70	3.82					15.62	109.14			93.52
Wisconsin.....	222.42	1.14					.53	223.09			222.56
Minnesota.....	22.42	1.19					13.91	37.52			23.61
Iowa.....		.53					.49	1.02			.53
Total mileage operated (single track).....	334.54	5.68					30.55	370.77			340.22

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Illinois.....	89.70	3.82		93.52			93.52
Wisconsin.....	222.42	7.74		230.16			230.16
Minnesota.....	22.42	1.19		23.61			23.61
Iowa.....		.53		.53			.53
Total mileage owned (single track).....	334.54	13.28		347.82			347.82

(Page 66.)

EXPLANATORY REMARKS.

The line of the C., B. & N. R. of Illinois (entered on page 9 as a Proprietary Company) is included, on opposite page, in the line represented by capital stock, for the reason that all the stock and bonds of the Illinois Company are owned by the Consolidated Company, and the line in Illinois is practically merged in the line of the Consolidated Company.

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	22.42	1.19	.....	.....	.....	13.91	37.52	.....	.....	.....
Miles of yard track and sidings.....	14.55	.....	.....	.....	.....	.....	14.55	.....	.....	.....
Total mileage operated (all tracks).....	36.97	1.19	.....	.....	.....	13.91	52.07	.....	.....	All.....

B. Mileage of Line Operated by States and Territories (Single Track).

(See page 67.)

C. Mileage of Line Owned by States and Territories (Single Track).

(See page 67.)

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard.	Av'ge Price Per Ton at Distributing Point.	Kind.	Number.	Av. Price at Distributing Point.
Steel.....	88	66	\$25.86	Oak	11,992	\$0.41
Total....	88	66	\$25.86	Total	11,992	\$0.41

CONSUMPTION OF FUEL BY LOCOMOTIVES—WHOLE LINE.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger	17,615.00	291.88	17,760.94	553,599	64.16
Freight.....	54,385.75	446.06	54,608.78	1,110,877	98.32
Switching.....	12,724.75	153.12	12,801.31	310,865	82.36
Construction.....	5,833.50	30.06	5,848.53	83,652	139.83
Total	90,559.00	921.12	91,019.56	2,058,993	88.41
Average cost at distributing point.....	\$1.54	\$1.48	\$1.54		

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ACCIDENT TO PERSONS—STATE OF MINNESOTA

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Sw'chmen, Flagmen, Watchmen.		Other Employes.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		1						1
Falling from trains and engines...		1		1				2
Other causes *.....						2		2
Total		2		1		2		5

*Struck with maul—bank caved in.

OTHERS—One passenger injured, struck by baggage truck.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length, Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Num- ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Wisconsin state line.....	St. Paul.....	22.42	51	7.26	15.16	6.32	10	92	9.02	8	82	7.08
Winona branch.....		1.19	4	.20	.99	.58	3	14	.24	4	11	.87
Total		23.61	55	7.46	16.15	6.90	13	106	9.26	12	93	7.45

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, ft.	Minimum Length, ft.	Maximum Length, ft.	ITEM.	Number.	Height of Low't above Surface of Rail, ft.
BRIDGES—					Overhead Highway Crossings—	1	
Iron.....	$\frac{1}{2}$	363 $\frac{3}{4}$			Bridges.....		20 $\frac{1}{3}$
Total.....	$\frac{1}{2}$				Total.....	1	20 $\frac{1}{3}$
Trestles.....	20	1,699	47	224			

Gauge of track, 4 feet, 8 $\frac{1}{2}$ inches. 23.61 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of line.....	37.82
Miles of wire.....	70.23

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
37.82	183.17	North American Telegraph Co.....	North American Telegraph Co.

(see page 55.)

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CAR MILEAGE.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Company or Corporation.	Class of Cars.	Rate Per Mile, Cents.	Amount.
Arms Palace Horse Car Co.....	Horse.....	6-10	\$31.29
American Live Stock Transportation Co.....	Stock.....	6-10	180.43
Atlanta Stone, Coal & Lime Line.....	Flat and coal.....	6-10	5.56
American Refrigerator Transit Co.....	Refrigerator.....	3-4	126.49
Armour Car Lines.....	Refrigerator and fruit.....	1	5,643.48
Anglo-American Refrigerator Car Co.....	Refrigerator and tanks.....	Tk. 3-4, Ft. 1	62.57
Armour Car Lines.....	Box.....	6-10	21.96
American Tank Line.....	Tank.....	3-4	55.91
American Cereal Co. Dispatch.....	Box.....	6-10	8.25
American Car Co.....	Box.....	6-10	.70
American Cotton Oil Co.....	Tank.....	3-4	.87
Burton Stock Car Co.....	Stock.....	6-10	35.33
Bufalo Chemical Co.....	Tank.....	3-4	5.13
Barrett Manufacturing Co.....	Tank.....	3-4	26.56
Canda Cattle Car Co.....	Stock.....	6-10	10,616.11
Chicago Refrigerator Car Line.....	Refrigerator.....	3-4	57.39
California Fruit Transportation Co.....	Fruit.....	3-4	104.58
Craig Oil Co.....	Tank.....	3-4	15.73
Cont. Fruit Express.....	Refrigerator.....	3-4	56.72
Cottolene Refrigerator Line.....	Refrigerator.....	1	4.52
Cupples, Samuel, Woodenware Co.....	Box.....	6-10	.69
California Fruit Express.....	Refrigerator.....	1	55.44
Cudahy Refrigerator Line.....	Refrigerator.....	1	38.14
Central Equipment Co.....	Box.....	6-10	6.43
Cedar Rapids Refrigerator Express.....	Refrigerator.....	3-4	3.09
Chappell Chemical Co.....	Tank.....	3-4	212.65
Commerce Dispatch Line.....	Box.....	6-10	3.87
Elwood-Green Stock Farm.....	Stock.....	6-10	.85
Fairbanks, N. K. Co.....	Tank.....	3-4	2.47
Havens, C. B. & Co.....	Box.....	6-10	1.53
Hicks Stock Car Co.....	Stock.....	6-10	26.07
Hammond Refrigerator Line.....	Refrigerator.....	1	61.98
International Fruit Dealers' Dispatch.....	Fruit.....	3-4	21.62
Keystone Palace Horse Car Co.....	Stock.....	6-10	11.99
Kansas City Dressed Beef Line.....	Refrigerator.....	1	478.57
Kingman & Co.....	Refrigerator.....	3-4	4.90
Kentucky Refining Co.....	Tank.....	3-4	3.13
Lipton Refrigerator Line.....	Refrigerator.....	3-4	9.03
Libby, McNeill & Libby.....	Refrigerator.....	1	22.56
Laurel Hill Coal & Coke Co.....	Box and coal.....	6-10	26.51
Mann Bros.....	Box.....	6-10	2.02
Merchants & Planters Oil Co.....	Tank.....	3-4	.87
Moran Refrigerator Line.....	Refrigerator.....	1	6.30
Mather Stock Car Co.....	Stock.....	6-10	44.05
Morris, N. & Co.....	Refrigerator.....	1	6.58
National Rolling Stock Co.....	Box.....	6-10	5.34
New York Dispatch Refrigerator Line.....	Refrigerator.....	3-4	36.20
National Linseed Oil Co.....	Tank.....	3-4	14.29
New England Car Co.....	Stock.....	6-10	11.72
Overland Fruit Dispatch.....	Fruit.....	3-4	.10
Peavey Grain Line.....	Box.....	6-10	15.76
Peerless Tank Line.....	Tank.....	3-4	25.97
Paragon Refining Co.....	Tank.....	3-4	61.42
Peoria & Hutch. Coopersage Co.....	Box.....	6-10	29.23
Pillsbury Fast Flour Line.....	Box.....	6-10	6.14
Provision Dealers' Dispatch.....	Refrigerator.....	1	6.74
Rock Falls Manufacturing Co.....	Box.....	6-10	1.88
Strut's Western S. C. Line.....	Stock.....	6-10	12,294.50
St. Paul Refrigerator Car Co.....	Refrigerator.....	1	12.86
Swift Refrigerator Line.....	Refrigerator.....	1	37.61
S. W. Millers' Dispatch.....	Box.....	6-10	7.83
S. W. Refrigerator Dispatch.....	Refrigerator.....	3-4	5.21
Southern Dispatch Lumber Line.....	Box.....	6-10	5.85
St. Charles Car Co.....	Box.....	6-10	1.39
Santa Fe Refrigerator Line.....	Refrigerator.....	3-4	83.30
St. Louis Refrigerator Car Co.....	Refrigerator.....	1	60.18
Thatcher, A. T. Co.....	Box.....	6-10	18.63
Union Refrigerating Transit Co.....	Refrigerator.....	3-4	331.34

(Page 77.)

CAR MILEAGE—Continued.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned
for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Company or Corporation.	Class of Cars.	Rate Per Mile, Cents.	Amount.
Union Tank Line	Tank.....	3-4	1,559.92
Union Tank Line	Box.....	6-10	152.59
Weaver, Getz & Co.	Box.....	6-10	4.04
Western Meat Refrigerator Express.....	Refrigerator.....	1	1.16
Wogan Bros.....	Tank.....	3-4	9.03
Western Rolling Stock Equipment Co.....	Box.....	6-10	21.26
Blue Line.....	Box.....	6-10	151.18
Canadian Pacific Dispatch	Box.....	6-10	40.11
Canada Southern Line.....	Box.....	6-10	15.91
Empire Line.....	Box.....	6-10	68.57
Merchants' Dispatch Transportation Co.	Box.....	6-10	434.23
Midland Line.....	Box.....	6-10	18.00
National Dispatch Line	Box.....	6-10	39.75
Red Line.....	Box.....	6-10	114.91
South-Eastern Line.....	Box.....	6-10	11.13
Southern Iron Car Line	Box.....	6-10	4.61
White Line.....	Box.....	6-10	31.22
Total.....	.....	.....	\$33,867.76

Chicago, Milwaukee & St. Paul Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, Milwaukee & St. Paul Railway company.
2. Date of organization? May 5, 1853.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof? Wisconsin.
6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized? Formed on the foreclosure of a portion of the La Crosse & Milwaukee Railroad, organized under the revised statutes of Wisconsin of 1858, chapter 79, section 33.

NOTE.—Where no answers are given to questions in this report, it is for the reason that we have no record of the information required. As results shown on basis of miles of road or on any basis other than the actual facts must be unsatisfactory and misleading, we are compelled to leave unanswered a number of questions concerning operations within the state in cases where it is impossible to obtain accurate information.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Philip D. Armour.....	Chicago.....	September, 1896
August Belmont.....	New York.....	September, 1896
Frank S. Bond.....	New York.....	September, 1896
Charles H. Coster.....	New York.....	September, 1896
Charles D. Dickey, Jr.....	New York.....	September, 1896
Peter Geddes.....	New York.....	September, 1896
Frederick Layton.....	Milwaukee.....	September, 1896
Joseph Milbank.....	New York.....	September, 1896
Roswell Miller.....	Chicago.....	September, 1896
T. M. McKinlay.....	New York.....	September, 1896
Wm. Rockefeller.....	New York.....	September, 1896
Samuel Spencer.....	New York.....	September, 1896
A. Van Santvoord.....	New York.....	September, 1896

Total number of stockholders at date of last election? 4,198.

Date of last meeting of stockholders for election of directors? September 21, 1895.

Give postoffice address of general office? Chicago, Ill.

Give postoffice address of operating office? Chicago, Ill.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Roswell Miller.....	Chicago
First vice president.....	Frank S. Bond.....	New York
Second vice president.....	A. J. Earling.....	Chicago
Secretary.....	P. M. Myers.....	Milwaukee
Treasurer.....	F. G. Ranney.....	Chicago
General solicitor.....	Burton Hanson.....	Chicago
General counsel.....	George R. Peck.....	Chicago
Comptroller.....	E. Q. Sewall.....	Chicago
Gen'l auditor.....	W. N. D. Winne.....	Chicago
Assistant gen'l auditor....	R. S. Dousman.....	Chicago
General manager.....	A. J. Earling.....	Chicago
Chief engineer	D. J. Whittemore.....	Chicago
Gen'l superintendent.....	W. G. Collins.....	Chicago
Asst. gen'l superintend'ts .	(Three in number).....	
Division superintendents..	(Sixteen in number).....	
Supt. of telegraph.....	U. J. Fry.....	Milwaukee
Gen'l traffic manager.....	A. C. Bird.....	Chicago
Gen'l freight agent.....	J. H. Hiland.....	Chicago
Asst. gen'l freight agents..	(Five in number).....	
Gen'l passenger and ticket agent.....	G. H. Heafford.....	Chicago
Asst. gen'l pass'ger agents.	(Two in number).....	
Asst. gen'l passenger and ticket agent.....	G. S. Marsh.....	Chicago
Asst. gen'l ticket agent....	A. F. Merrill.....	Chicago
General baggage agent.....	W. D. Carrick.....	Milwaukee
Land commissioner.....	H. G. Haugan.....	Milwaukee

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

FROM.	To.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.	Total.
Chicago.....	Milwaukee.....	44.67	37.92							82.59
Rondout.....	Libertyville.....	3.00								3.00
Chicago.....	Livestry Park.....	13.59								13.59
North Chicago.....	Pacific Junction.....	3.39								3.39
Pacific Junction.....	Savanna.....	133.02								133.02
Galewood.....	Dunning.....	2.98								2.98
Savanna.....	Council Bluffs.....	2.30		349.18						351.48
Elk River Junction.....	Clinton.....			10.06						10.05
Davenport.....	Jackson Junction.....			151.50						151.50
Elkridge.....	Hurstville.....			34.61						34.61
Paralia.....	Farley.....			43.63						43.63
Marion.....	Ottumwa.....			97.00						97.00
Ottumwa Junction.....	Coburg.....			62.27				140.27		202.54
Racine.....	Kittredge.....	50.63	69.31							119.94
Savanna.....	Port Byron Junction.....	47.70								47.70
Ekhnorn.....	Eagle.....		16.59							16.59
Rockton.....	Rockford.....	14.94								14.94
Milwaukee.....	Prairie du Chien.....		195.36							195.36
Stock Yards, Milwaukee.....	Merrill Park.....		.80							.80
Mazonianie.....	Prairie du Sac.....		10.37							10.37
Lone Rock.....	Richland Center.....		16.22							16.22
Milton.....	Shullsburg.....		76.84							76.84
Jonesville.....	Beloit.....		12.86							12.86
Brodhead.....	New Glarus.....		22.78							22.78
Warren.....	Mineral Point.....	1.01	31.28							32.29
Calamine.....	Platteville.....		17.08							17.08
South Milwaukee.....	La Crosse.....		196.37							196.37
Watertown Junction.....	Madison.....		36.48							36.48
Portage City.....	East Madison.....		33.01							33.01
New Lisbon.....	Neesedah.....		12.74							12.74
Viroqua Junction.....	Viroqua.....		32.17							32.17
North La Crosse.....	Onalaska.....		3.76							3.76
Tomah.....	Star Lake.....		180.30							180.30

Chestnut Street, Milwaukee.....	100.27	Portage City.....	100.27	100.27
Merrill Park.....	6.17	North Milwaukee.....	6.17	6.17
Cement Line Junction.....	1.06	Rock.....	1.06	1.06
Iron Ridge.....	28.52	Fond du Lac.....	28.52	28.52
Horicon.....	42.30	Berlin.....	42.30	42.30
Brandon.....	11.49	Markesan.....	11.49	11.49
Ripon.....	19.09	Oshkosh.....	19.09	19.09
Rush Lake Junction.....	14.89	Winneconne.....	14.89	14.89
Sabula Junction.....	133.18	River Junction.....	24.93	161.11
Bellevue.....	35.77	Cascade.....	35.77	35.77
Turkey River Junction.....	58.34	West Union.....	58.34	58.34
Waukon Junction.....	22.95	Waukon.....	22.95	22.95
Reno.....	1.39	Preston.....	67.77	57.77
North La Crosse.....	1.39	St. Paul.....	128.42	129.81
St. Paul.....	8.30	Minneapolis.....	8.30	8.30
St. Croix Junction.....	24.78	Sillwater.....	24.78	24.78
Wabasha.....	60.21	Zumbrota.....	60.21	60.21
Wabasha.....	61.38	Chippewa Falls.....	61.38	61.38
Red Cedar Junction.....	20.67	Cedar Falls.....	20.67	20.67
North McGregor.....	441.25	Chamberlain.....	441.25	441.25
Bulah.....	19.20	Elkader.....	19.20	19.20
Spencer.....	8.99	Spirit Lake.....	8.99	8.99
Rock Valley.....	41.38	Eden.....	41.38	41.38
Marion Junction.....	10.00	Running Water.....	10.00	10.00
Calmar.....	27.95	Minneapolis.....	27.95	27.95
Conover.....	11.34	Decorah.....	11.34	11.34
Austin.....	31.98	Mason City.....	31.98	31.98
Mendota.....	296.22	St. Paul.....	296.22	296.22
Northfield.....	38.08	Cannon Junction.....	38.08	38.08
La Crescent.....	103.02	Woonsocket.....	103.02	103.02
Wells.....	13.45	Mankato.....	13.45	13.45
Nadison.....	7.84	Bristol.....	7.84	7.84
South Minneapolis.....	69.40	Ortonville.....	69.40	69.40
Glencoe.....	13.45	Hutchinson.....	13.45	13.45
Hopkins.....	7.84	Lake Minnetonka.....	7.84	7.84
Ortonville.....	46.29	Fargo.....	46.29	46.29
Hastings.....	1.47	Aberdeen.....	1.47	1.28
Milbank.....	53.71	Benton Junction.....	53.71	107.02
Andover.....	17.20	Sisseton.....	17.20	37.24
Mitchell.....	38.71	Harlan.....	38.71	37.24
Aberdeen.....	128.31	Aberdeen.....	128.31	55.91
Aberdeen.....	64.33	Edgeley.....	64.33	128.31
Roscoe.....	57.02	Bowdle.....	57.02	64.33
Manilla.....	40.99	Orient.....	40.99	57.02
Sioux City.....	26.39	Eureka.....	26.39	40.99
Scotland.....	82.22	Sioux Falls Junction.....	82.22	26.39
Tripp.....	47.67	Mitchell.....	47.67	90.17
Elk Point.....	20.45	Armour.....	20.45	87.74
Necedah.....	102.73	Sioux Falls Junction.....	102.73	47.67
Babcock.....	18.94	Babcock.....	18.94	20.45
Pittsville.....	9.97	Pittsville.....	9.97	67.81
				18.94
				9.97

PROPERTY OPERATED—Continued.

From.	To.	Illinois.	Wisconsin.	Iowa.	Minnesota.	North Dakota.	South Dakota.	Missouri.	Michigan.	Total.
Pittsville Junction.....	Vesper.....	8.42	8.42							8.42
Dexterville.....	Lynn.....	22.45	22.45							22.45
Lynn.....	Ronanaka.....	5.20	5.20							5.20
In City of Fond du Lac.....	Champion.....	2.34	2.34							2.34
North Milwaukee.....	Hilbert Junction.....	196.02	196.02						57.79	253.81
Menasha.....	Neenah.....	20.35	20.35							20.35
Oconto Junction.....	Oconto.....	.09	.09							.09
Ellis Junction.....	Menominee.....	11.94	11.94							11.94
Wausauke.....	Northwest.....	21.09	21.09						1.34	22.43
Channing.....	Sidnaw.....	17.65	17.65							17.65
Sidnaw.....	Ontonagon.....								47.05	47.05
Prairie du Chien.....	North McGregor.....	1.39	1.39	.12					45.90	45.90
Main track owned solely		317.23	1,644.49	1,551.39	1,114.89	118.21	1,101.06	140.27	152.08	6,139.62

MILES OF MAIN TRACK IN WHICH THIS COMPANY OWNS A JOINT INTEREST.

Chicago & North-Western R'y Co., Chicago; Pittsburgh, Cincinnati, Chicago & St. Louis R'y Co., Chicago.....	.39
Wisconsin Central Lines, Chippewa Falls.....	1.63
Chicago & North-Western R'y Co., Chicago; Pittsburgh, Cincinnati, Chicago & St. Louis R'y Co., Chicago.....	.10
Chicago, St. Paul, Minneapolis & Omaha R'y Co., Mendota to St. Paul.....	5.20
Chicago, Burlington & Quincy R. Co., Davis Junction.....	.16
Davenport, Iowa & Dakota R'y, Davenport.....	1.87
Illinois Central R. R., Sioux City, Chicago, St. Paul, Minneapolis & Omaha R'y, Sioux City.....	.11
Chicago & North-Western R'y Co., Fond du Lac.....	.28
Wisconsin Central Lines, Neenah and Menasha.....	1.39
One half is	11.13
Line operated under joint ownership.....	5.56
	6,145.18
	5.57

LINE OPERATED UNDER TRACKAGE RIGHTS.

Pittsburgh, Cincinnati, Chicago & St. Louis R'y, Chicago.....	2.37
Illinois Central R. R., Dubuque.....	.67
Kansas City Belt R'y, Coburg to Kansas City.....	6.88
Chicago, Burlington & Quincy R. R., Rockford to Davis Junction.....	11.97
Chicago, Rock Island & Pacific R'y, Port Byron Junction to Rock Island.....	6.78
Union Pacific R'y, Council Bluffs Transfer to South Omaha.....	8.60
Total miles main track.....	37.17
	6,187.92

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.	Dividends Declared during Year.	
					Rate Per Ct.	Amount.
Capital stock, common.....		\$100.00		\$46,027,261.00	1	*\$460,272.61
Capital stock, preferred.....		100.00		26,895,900.00	2	†\$20,545.22
					3½	*\$15,491.50
					3½	†\$30,821.50
Total.....	Not fixed...	\$100.00	Not fixed ..	\$72,923,161.00		\$3,227,130.83

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued Dur- ing Year.	Cash Realized on Amount Issued During Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized
Issued for cash, common.....			\$170,840.26	\$16,392,069.05
Issued for cash, preferred.....			51,989.17	5,212,248.80
Issued in exchange for bonds, preferred.....	7,390		110,645.00	
† Issued for dividends, common.....			82,620.26	
Issued for purchase of stock of other com- panies and other lines of road—				
Common.....			206,812.09	
Preferred.....			106,324.83	
Total.....	7,390		\$729,231.61	\$21,604,317.85

*From net earnings of fiscal year ending June 30, 1895.

†From net earnings of fiscal year ending June 30, 1896.

†The stock issued for dividends was in lieu of amount of net earnings which had been expended for construction and was charged to income account.

FUNDED DEBT, JUNE 30, 1896.

DESCRIPTION OF BONDS.	Time.		Amount Outstanding.	Rate per Ct.	When Payable.	Interest.	
	Date of Issue.	When Due.				Amount Accrued During the Year.	Amount Paid During the Year.
Iowa & Minnesota division (a).....	1867	1897	\$2,097,000.00	7	January and July.....	\$146,799.00	\$146,860.00
Prairie du Chien division, 1st mortgage.....	1867	1898	3,674,000.00	8	February and August.....	298,920.00	298,960.00
Prairie du Chien division, 2d mortgage (a).....	1867	1898	1,124,000.00	7.8	February and August.....	82,662.00	81,869.50
Chicago & Milwaukee division (a).....	1873	1903	2,993,000.00	7	January and July.....	167,510.00	167,720.00
St. Paul (or River) division (ad).....	1872	1902	3,359,000.00	7	January and July.....	235,130.00	234,990.00
St. Paul (or River) division, Sterling (ac).....	1872	1902	437,500.00	7	January and July.....	30,625.00	30,870.00
Iowa & Dakota division (a).....	1869	1899	444,000.00	7	January and July.....	31,080.00	31,010.00
Hastings & Dakota division (a).....	1872	1898	89,000.00	7	January and July.....	6,230.00	6,280.00
Consolidated mortgage (b).....	1874	1904	186,000.00	7	January and July.....	13,020.00	13,020.00
Consolidated mortgage (c).....	1875	1905	186,000.00	7	January and July.....	13,020.00	13,020.00
Terminal mortgage (d).....	1884	1914	11,299,000.00	7	January and July.....	790,980.00	788,690.00
Iowa & Dakota division extension (a).....	1878	1908	4,748,000.00	5	January and July.....	237,400.00	237,900.00
Hastings & Dakota division extension.....	1880	1910	3,506,000.00	7	January and July.....	245,350.00	245,070.00
Hastings & Dakota division extension.....	1880	1910	5,680,000.00	7	January and July.....	397,600.00	395,850.00
Southwestern division.....	1880	1910	990,000.00	5	January and July.....	49,500.00	49,800.00
La Crosse & Davenport division.....	1879	1909	4,000,000.00	6	January and July.....	240,000.00	239,670.00
Chicago & Pacific division.....	1879	1919	2,500,000.00	5	January and July.....	125,000.00	125,445.83
Chicago & Pacific Western division (d).....	1880	1910	3,000,000.00	6	January and July.....	180,000.00	176,760.00
Southern Minnesota division.....	1881	1921	25,340,000.00	5	January and July.....	1,267,000.00	1,266,350.00
Mineral Point division.....	1880	1910	7,432,000.00	6	January and July.....	445,920.00	445,820.00
Dubuque division.....	1880	1920	2,840,000.00	5	January and July.....	142,000.00	138,950.00
Wisconsin Valley division.....	1880	1920	6,479,000.00	6	January and July.....	388,740.00	386,400.00
Wisconsin & Minnesota division (a).....	1880	1921	2,270,000.00	6	January and July.....	136,200.00	133,920.00
Chicago & Lake Superior division (d).....	1881	1921	4,755,000.00	5	January and July.....	237,750.00	238,850.00
Chicago & Missouri River division.....	1886	1926	3,043,000.00	5	January and July.....	68,000.00	68,175.00
Dakota & Great Southern Ry. Co. (d).....	1886	1916	2,856,000.00	5	January and July.....	154,150.00	154,475.00
Fargo & Southern Ry. Co. (d).....	1883	1914	1,250,000.00	5	January and July.....	142,800.00	142,725.00
Wisconsin Valley R. Co. (d).....	1879	1909	1,106,500.00	7	January and July.....	75,000.00	75,000.00
Income sinking fund convertible (c).....	1886	1916	1,444,000.00	5	January and July.....	77,455.00	37,660.00
General mortgage (d).....	1889	1989	1,444,000.00	5	January and July.....	72,200.00	72,250.00
Mt. & Northern R. Co., 1st mortgage.....	1880	1910	22,173,000.00	4	January and July.....	886,920.00	782,405.27
Mt. & Northern R. Co., consolidated.....	1880	1910	2,155,000.00	6	June and December.....	129,300.00	130,170.00
Interest on bonds canceled.....	1884	1913	5,092,000.00	6	June and December.....	305,570.00	241,050.00
Less interest accrued on bonds held in the treasury of the company.....						15,655.91	46,099.66
Total.....			\$139,161,000.00			\$7,816,747.91	\$7,575,515.26

a Bonds thus designated are convertible into preferred stock at any time within ten days after a dividend becomes payable on said preferred stock.

b Bonds thus designated are convertible into preferred stock at any time within fifteen days after a dividend becomes payable on said preferred stock.

c Bonds thus designated are convertible into common stock at any time within sixty days after any dividend becomes payable on the stock of the company.

d The authorized issue of these bonds is \$5,000,000, of which but \$2,000,000 have been sold.

e Bonds thus designated are payable, principal and interest, in gold, at the office of the company, in New York.

f Bonds thus designated are payable, principal and interest, in gold, in London.

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FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Interest.				
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.	
Mortgage bonds.....	Not fixed.....	.....	\$137,717,000.00	*	.....	.....	.....	\$7,538,178.18	\$7,499,765.26
Income bonds.....	Not fixed.....	.....	1,444,000.00	*	.....	.....	.....	73,750.00	75,760.00
Total.....	Not fixed.....	.....	\$139,161,000.00	*	.....	.....	.....	\$7,611,928.18	\$7,575,515.26

*Unable to ascertain the consideration upon which all bonds were originally issued.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....				
Miscellaneous obligations—page 19.....		\$137,717,000.00	\$7,538,178.18	\$7,493,765.26
Income bonds—page 19.....		1,444,000.00	73,750.00	75,750.00
Equipment trust obligations—page 21.....				
Total.....		\$139,161,000.00	\$7,611,928.18	\$7,575,515.26

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash on deposit and on hand.....	\$5,593,619.35	Audited vouchers and accounts.....	\$310,161.69
Due from agents and conductors.....	246,057.81	Wages and salaries.....	1,308,669.61
Due from solvent companies and individuals.....	165,739.10	Net traffic balances due to other companies.....	71,689.41
United States Government.....	303,852.95	Dividends not called for.....	42,210.04
		Matured interest coupons unpaid (including coupons due July 1).....	3,484,843.50
		Total current liabilities.....	\$5,217,574.25
		Balance cash assets.....	1,091,194.96
Total cash and current assets.....	\$6,308,769.21	Total.....	\$6,308,769.21

Materials and supplies on hand, \$1,846,511.36. (See general balance sheet, page 49.)

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17	\$72,923,161.00	.....	.....	6,145.18	\$11,856.73
Bonds—page 19 (grand total)	139,161,000.00	.....	.....	6,145.18	22,645.55
Equipment trust obligations—page 21 .....		.....	.....	.....	.....
Total	\$212,084,161.00	.....	.....	6,145.18	\$34,512.28

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account — Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Grand total	\$72,923,161.00	\$139,161,000.00	\$212,084,161.00	6,145.18	\$34,512.28

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COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$11,009.34			
Fences.....	15,314.26			
Bridges and trestles.....	10,123.43			
Ballasting.....	115,036.34			
Buildings, furniture and fixtures.....	15,667.17			
Miscellaneous.....	48.00			
Discount on securities sold for const'n	83,320.00			
Sidings and yard extensions.....	56,753.10			
Other items (sundry credits).....	*32,388.90			
Total construction.....	\$274,882.74			
EQUIPMENT—				
Locomotives.....	3,731.90			
Passenger cars.....	516.46			
Sleeping, parlor and dining cars.....	107,632.99			
Baggage, express and postal cars.....	3,291.07			
Freight cars.....	272,643.30			
Total equipment.....	\$387,815.72			
Grand total.....	\$662,698.46	\$211,168,036.96	\$211,830,735.42	\$34,471.04
Total cost, Minnesota (proportional)	119,285.92	38,010,246.65	38,129,532.37	34,471.04

6,145.18 miles.

* Credit.

INCOME ACCOUNT.

(Page 31.)

(For Roads Making Operating Reports.)

Gross earnings from operation (actual)—page 35.....	\$32,887,156.42	
Less operating expenses (train mileage basis)—page 45.....	18,800,051.84	
Income from operation.....		\$14,087,104.58
Dividends on stocks owned (road mileage basis)—page 37.....	\$7,327.16	
Interest on bonds owned (road mileage basis)—page 39.....	16,514.55	
Miscellaneous income, less expenses (road mileage basis)—page 41.....	41,015.42	
Income from other sources.....		\$64,857.13
Total income.....		\$14,151,961.71
Deductions from Income—		
Interest on funded debt accrued (road mileage basis)—page 23.....	\$7,611,928.18	
Taxes (train mileage basis).....	1,082,083.74	
Other deductions, premium on bonds purchased, for cancellation, (road mileage basis).....	57,560.00	
Total deductions from income.....		\$8,751,571.92
Net income.....		\$5,400,389.79
Dividends, 3 per cent, common stock (road mileage basis)—page 17.....	\$1,380,817.83	
Dividends, 7 per cent, preferred stock (road mileage basis)—page 17.....	1,846,313.00	
Other payments from net income, sinking funds (road mileage basis).....	45,270.00	
Total.....		\$3,272,400.83
Surplus from operations of year ending June 30, 1896.....		\$2,127,988.96
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		5,479,879.51
		\$7,607,868.47
Additions for year.....		56,000.00
Surplus on June 30, 1896 (for entry on general balance sheet, page 51).....		\$7,663,868.47

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EXPLANATORY REMARKS.

Par value of bonds received in exchange for bonds purchased with sinking fund of previous year and canceled.

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$1,301,808.28		
Total passenger revenue.....			\$1,301,808.28
Mail.....	\$249,182.24		
Express.....	147,518.04		
Extra baggage and storage.....	31,500.56		
Other items, news service.....	2,262.00		
Sleeping and parlor cars.....	37,782.24		
Milk.....	7,304.38		478,549.46
Total passenger earnings.....			\$1,777,357.74
FREIGHT—			
Freight revenue.....	\$4,864,610.06		
Total freight revenue.....			\$4,864,610.06
Elevators.....	\$15,988.13		15,988.13
Total freight earnings.....			\$4,880,598.19
Total passenger and freight earnings.....			\$6,657,955.93
OTHER EARNINGS FROM OPERATION—			
Telegraph companies.....	\$6,728.99		
Rents from tracks, yards and terminals—page 41.....	15,314.97		
Rents not otherwise provided for.....	13,881.10		
Total other earnings.....			35,965.06
Total gross earnings from operation—Minnesota.....			\$6,693,920.99
Total gross earnings from operation—entire line.....			\$32,887,156.42

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STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Kansas City Belt R'y Co	\$20,000.00	.....	.....	\$20,000.00
Minnesota Transfer R'y Co.....	7,000.00	.....	.....	7,000.00
Minneapolis Eastern R'y Co.....	15,000.00	.....	.....	15,000.00
Minneapolis & St. Louis R'y Co.....	2,000.00	.....	\$29.16	720.00
Chicago Union Transfer R'y Co.....	40,000.00	.....	.....	40,000.00
Milwaukee & Northern R. R. Co.....	6,157,850.00	.....	.....	30,789.25
Elgin, Joliet & Eastern R'y Co.....	400,000.00	.....	.....	4,000.00
Lisbon, Necedah & Lake Superior R'y Co.....	25,000.00	.....	.....	125.00
Oshkosh & Mississippi River R'y Co.....	138,900.00	.....	.....	694.50
Chicago, Milwaukee & St. Paul R'y Co.....	4,770.00	.....	.....	4,770.00
Total.....	\$6,810,520.00	.....	\$29.16	\$123,098.75

B. Other Stocks.

Braceville Coal Co.....	\$100,000.00	.....	.....	\$100,000.00
Excelsior Coal Co.....	150,000.00	.....	.....	150,000.00
St. Paul Union Depot Co.....	50,000.00	6	\$3,000.00	50,000.00
Merrill Boom Co.....	55,300.00	7	4,298.00	55,300.00
Tomahawk Land & Boom Co.....	69,900.00	.....	.....	69,900.00
St. Paul Warehouse & Elevator Co.....	19,250.00	.....	.....	19,250.00
Council Bluffs Union Elevator Co.....	46,700.00	.....	.....	46,666.67
Milwaukee Land Co.....	70,000.00	.....	.....	70,000.00
Milwaukee Industrial Exposition	10,000.00	.....	.....	100.00
Minneapolis Industrial Exposition	2,500.00	.....	.....	100.00
Lake Madison Chautauqua Ass'n.....	500.00	.....	.....	500.00
Spirit Lake Chautauqua Ass'n.....	200.00	.....	.....	200.00
Total.....	\$574,350.00	\$7,298.00	\$562,016.67
Grand total, A and B.....	\$7,384,870.00	\$7,327.16	\$685,115.42

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BONDS OWNED.

A. Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Minnesota Transfer R'y Co.....	\$112,000.00	5	\$1,454.55	\$112,000.00
Minneapolis Eastern R'y Co.....	75,000.00	7	12,600.00	60,000.00
Kansas City Belt R'y Co.....	4,000.00	.....	.....	4,000.00
Chicago, Milwaukee & St. Paul R'y Co.....	3,457,000.00	.....	.....	3,457,000.00
Milwaukee & Northern R. R. Co.....	1,089,000.00	.....	.....	1,089,000.00
Total.....	\$4,737,000.00	.....	\$14,054.55	\$4,722,000.00

B. Other Bonds.

City of Ottumwa, Iowa.....	\$24,000.00	4	\$1,020.00	\$24,000.00
City of New Lisbon, Wis.....	1,500.00	6	180.00	1,500.00
Village of Flandreau, S. D.....	10,000.00	8	.....	100.00
Town of Ortonville, Minn.....	8,500.00	6	750.00	2,500.00
Town of Graceville, Minn.....	5,000.00	6	450.00	2,500.00
Town of Tarah, Minn.....	1,000.00	6	60.00	250.00
Total.....	\$50,000.00	\$2,460.00	\$30,850.00
Grand total, A and B.....	\$4,787,000.00	\$16,514.55	\$4,752,850.00

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks and terminals....	Rugby Jct. to Mill.....	Wisconsin Central Lines ...	.....	\$121,559.59
Tracks and terminals....	Portage, Wis.....	Wisconsin Central Lines ..	.....	1,200.00
Tracks and terminals....	Eau Claire, Wis.....	Wisconsin Central Lines ...	.....	600.00
Tracks and terminals....	Ottumwa, Iowa.....	Wabash R. R.....	.....	4,826.21
Tracks and terminals....	Green Bay, Wis.....	K. G. B. & W. Ry.....	.....	3,382.92
Tracks and terminals....	Bagley Jct., Wis.....	Wisconsin & Michigan Ry.	.....	7,868.19
Tracks and terminals....	Hilbert to Menasha.....	Wisconsin Central Lines ...	.....	1,180.10
Tracks and terminals....	St. Paul, Minn.....	St. Paul & Duluth R. R.....	.....	15,000.00
Tracks	Council Bluffs, Iowa ...	Omaha & St. Louis Ry.....	.....	600.00
Yards.....	Clinton, Iowa	C. B. & Q. R. R.....	.....	420.00
Yards.....	Winona, Minn.....	C. B. & N. R. R.....	.....	133.20
Yards.....	Cedar Rapids, Iowa.....	Illinois Central E. R.....	.....	270.00
Yards.....	Baytown, Minn.....	C. St. J. M. & O. Ry.....	.....	101.77
Yards.....	Council Bluffs, Iowa.....	K. C. St. J. & C. B. R. R.....	.....	169.36
Yards.....	Cement Mills, Wis.	C. & N-W. Ry.....	.....	1,000.00
Yards.....	Ottumwa, Iowa.....	C. Ft. M. & D. M. Ry.....	.....	900.00
Yards.....	Lyle, Minn.....	Illinois Central R. R.....	.....	120.00
Yards.....	Port Edwards, Wis.....	Marshfield & S. E. Ry.....	.....	50.04
Terminals.....	Menominee, Mich.....	Ann Arbor R. R.....	.....	45.19
Total rents received	.....	.....	.....	\$159,426.57

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Land department.....	\$21,449.00
Interest and exchange.....	19,566.42
Total.....	\$41,015.42

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$1,637,490.50
Renewals of rails.....	468,727.13
Renewals of ties.....	925,379.61
Repairs and renewals of bridges and culverts.....	760,342.07
Repairs and renewals of fences, road crossings, signs and cattle guards.....	247,169.74
Repairs and renewals of buildings and fixtures.....	308,122.52
Repairs and renewals of telegraph.....	29,710.82
Stationery and printing.....	626.20
Total.....	\$4,377,568.59

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$202,229.39
Repairs and renewals of locomotives.....	916,425.11
Repairs and renewals of passenger cars.....	369,508.08
Repairs and renewals of freight cars.....	1,080,501.47
Repairs and renewals of work cars.....	32,838.93
Repairs and renewals of shop machinery and tools.....	62,598.35
Stationery and printing.....	7,249.55
Other expenses.....	69,069.86
Total.....	\$2,740,420.69

CONDUCTING TRANSPORTATION.

Superintendence.....	\$327,043.22
Engine and roundhouse men.....	2,055,210.90
Fuel for locomotives.....	2,008,513.11
Water supply for locomotives.....	72,638.87
Oil, tallow and waste for locomotives.....	60,668.47
Other supplies for locomotives.....	17,093.77
Train service.....	1,611,751.43
Train supplies and expenses.....	218,691.79
Switchmen, flagmen and watchmen.....	633,665.64
Telegraph expenses.....	484,985.45
Station service.....	1,450,874.87
Station supplies.....	149,011.46
Switching charges—balance.....	222,428.84
Car mileage—balance.....	183,314.33
Loss and damage.....	115,149.77
Injuries to persons.....	176,676.72
Clearing wrecks.....	11,314.90
Advertising.....	44,739.89
Outside agencies.....	184,014.88
Commissions.....	45,900.97
Stock yards and elevators.....	37,561.02
Rents for tracks, yards and terminals—page 47, B.....	326,000.25
Rents of buildings and other property.....	68,667.05
Stationery and printing.....	126,292.07
Other expenses.....	26,888.85
Total.....	\$10,659,048.52

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$192,758.21
Salaries of clerks and attendants.....	211,357.52
General office expenses and supplies.....	38,419.13
Insurance.....	80,065.94
Law expenses.....	80,380.31
Stationery and printing (general offices).....	14,588.17
Other expenses.....	55,444.76
Total.....	\$673,014.04

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$4,377,568.59
Maintenance of equipment.....	2,740,420.69
Conducting transportation.....	10,659,048.52
General expenses.....	673,014.04
Renewal account.....	350,000.00
Grand total (excluding taxes).....	\$18,800,051.84
Percentage of expenses to earnings—entire line (excluding taxes).....	57.17

OPERATING EXPENSES—STATE OF MINNESOTA.

(Train Mileage Basis.)

Maintenance of way and structures.....	\$744,186.66
Maintenance of equipment.....	465,871.52
Conducting transportation.....	1,812,038.25
General expenses.....	114,412.39
Renewal account.....	59,500.00
Total.....	\$3,196,008.82
Percentage of expenses to earnings—Minnesota (excluding taxes).....	47.75

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Milwaukee, Wis.....	C. & N-W. Ry.....		\$450.00
Tracks.....	Cedar Rapids, Iowa.....	C. & N-W. Ry.....		69.48
Tracks.....	Winona, Minn.....	C. & N-W. Ry.....		23.67
Tracks.....	E. Moline to Rock Isld.	C. R. I. & P. Ry.....		15,000.00
Tracks.....	Council Bluffs, Iowa.....	C. R. I. & P. Ry.....		95.00
Tracks.....	Dubuque, Iowa.....	Ill. Cent. R. R.....		3,240.00
Yards.....	Chicago, Ill.....	C. & N. P. Ry.....		900.00
Yards.....	Council Bluffs, Iowa.....	K. C. St. J. & C. B. R. R.....		420.00
Yards.....	Kansas City, Mo.....	K. C. Ft. S. & M. Ry.....		6,240.00
Yards.....	Kansas City, Mo.....	W. S. & W. H. Co.....		1,500.00
Yards.....	Chicago, Ill.....	P. C. C. & St. L. Ry.....		34,102.69
Yards.....	Franklin Park, Ill.....	Wisconsin Central Lines.....		4,090.60
Tracks and terminals.....	Davis Jet. to Rockford	C. B. & Q. R. R.....		43,321.63
Terminals and tracks.....	Coburg to Kansas City.	Kansas City Belt Ry.....		59,920.51
Terminals and tracks.....	Omaha, Neb.....	Union Pacific Ry.....		67,485.80
Terminals.....	Chicago, Ill.....	Penn. Co.....		52,981.86
Terminals.....	St. Paul, Minn.....	St. Paul Union Depot Co.....		21,610.75
Terminals.....	Omaha, Neb.....	Omaha Union Depot Co.....		8,575.38
Terminals.....	Council Bluffs, Iowa.....	Union Pacific Ry.....		4,400.00
Terminals.....	Stillwater, Minn.....	Stillwater Union Depot Co.....		1,572.88
Total rents.....				\$326,000.25

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$211,168,036.96	{ Cost of road—page 29..... }	.....	\$662,698.46	.....
721,213.42	{ Cost of equipment—page 29..... }	.....	.....	\$86,098.00
4,845,025.00	Stocks owned—page 37.....	.....	.....	92,175.00
13,270.70	Bonds owned—page 39.....	.....	.....	.....
4,152,444.79	Land owned.....	.....	.....	.....
.....	Cash and current assets—page 23.....	.....	2,156,324.42	.....
1,743,013.52	OTHER ASSETS—	.....	.....	.....
669,680.00	Materials and supplies.....	.....	.....	.....
.....	Sinking fund, trustees.....	.....	103,497.84	.....
17,460.93	Sundries.....	.....	.....	9,535.11
10,000.00	Due from trustees.....	.....	334,776.51	.....
.....	Insurance department.....	.....	.....	.....
.....	Grand total.....	\$226,459,334.44	\$3,119,489.12	.....
	\$223,339,845.32				

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$72,184,161.00	Capital stock—page 17.....	.....	.....	.....
139,321,000.00	Funded debt—page 23.....	.....	\$739,000.00	\$160,000.00
5,235,336.06	Current liabilities—page 23.....	.....	.....	17,761.81
189,178.75	Accrued interest on funded debt not yet payable, exclusive of	.....	.....	.....
.....	coupons due July 1, 1896.....	.....	.....	1,733.75
659,680.00	Sinking funds.....	.....	.....	8,975.11
260,610.00	Rolling stock replacement fund.....	.....	.....	2,204.00
.....	Renewal fund.....	.....	.....	.....
5,479,379.51	Profit and loss—page 31 (or 33).....	387,154.83
.....	Grand total.....	\$226,459,334.44	2,183,988.96
.....	\$223,339,845.32			\$3,119,489.12

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IMPORTANT CHANGES DURING THE YEAR—ENTIRE LINE.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1 and 2. Miles of road June 30, 1895	6,168.73	
Lengthened at Chippewa Falls, account resurvey.....	.41	
Lengthened at Menasha, account resurvey.....	.48	
	<hr/>	6,169.62
Shortened at Galewood, account resurvey.....	.20	
Mather to Goodyear, track taken up.....	16.01	
Lapham Junction to Zeda, track taken up	2.66	18.87
	<hr/>	6,150.75
6. Increase in capital stock—7,390 shares preferred, issued in exchange for bonds		\$739,000.00
7. Decrease in funded debt—		<hr/>
Increase for expenditures for equipment, real estate and improvements to June 30, 1896	579,000.00	
In exchange for other bonds.....	183,000.00	
	<hr/>	\$762,000.00
Decrease, received in exchange for pre- ferred stock.....	\$739,000.00	
Redeemed and canceled during year.....	183,000.00	\$922,000.00
	<hr/>	
Net decrease.....		\$160,000.00

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The United States Express Company occupies the lines of this company, doing a general express business. Rates are various and are governed by the business done and the facilities furnished.

2. Compensation for mail service is not permanently fixed. Service is ordered, subject to the rules and regulations of the Postoffice Department, and the amount paid is based upon the weight of the mail transported over each route.

3. Sleeping, parlor and dining cars are owned and run by the Chicago, Milwaukee & St. Paul Railway Co. Sleeping car rates, \$1.50 to \$3, according to distance traveled. Parlor car rates, 25 cents to \$1, according to distance traveled. Dining car rates, \$1 per meal.

4. The cars of all transportation companies are allowed to run over the lines of this company, paying regular rates and receiving mileage.

SECURITY FOR FUNDED DEBT.

(Page 57.)

NAME OF BOND.	Lien.	Line (or Property) Mortgaged.	Miles.	Outstanding.
Iowa and Minnesota division.....	First.....	McGregor to St. Paul and Minneapolis.....	220.00	\$2,037,000.00
Prairie du Chien division, 8 per cent.....	First.....	Milwaukee to Prairie du Chien.....	194.00	3,674,000.00
Prairie du Chien division, 7 3-10 per cent.....	Second.....	Milwaukee to Prairie du Chien.....	194.00	1,124,000.00
Chicago and Milwaukee division.....	First.....	Chicago to Milwaukee.....	82.20	2,333,000.00
St. Paul (or River) division.....	First.....	La Crosse to St. Paul.....	128.10	3,796,500.00
Iowa and Dakota division.....	First.....	Calmar to Algona.....	126.00	444,000.00
Hastings and Dakota division.....	First.....	Hastings to Glencoe.....	74.20	89,000.00
Consolidated.....	Second.....	On above described lines.....	1.70	.....
First.....	First.....	La Crosse bridge and approaches.....	42.00	.....
First.....	First.....	Milton to Monroe.....	40.00	.....
First.....	First.....	Austin to Mason City.....	10.00	.....
First.....	First.....	Conover to Decatur.....	87.00	11,435,000.00
First.....	First.....	Sabula to Marion.....	.....	4,748,000.00
First.....	First.....	Real estate and improvements in Chicago and Milwaukee.....	273.90	.....
First.....	First.....	Algona to Chamberlain.....	62.00	3,505,000.00
First.....	First.....	Marion Junction to Running Water.....	278.00	.....
First.....	First.....	Glencoe to Roscoe.....	26.85	.....
First.....	First.....	Roscoe to Eureka.....	64.15	.....
First.....	First.....	Aberdeen to Edgeley.....	33.00	6,670,000.00
First.....	First.....	Milbank Junction to Sisseton.....	190.00	.....
First.....	First.....	Bacone to Port Byron Junction.....	17.00	4,000,000.00
First.....	First.....	Eagle to Elkhorn.....	150.50	.....
First.....	First.....	Davenport to Jackson Junction.....	32.19	2,500,000.00
First.....	First.....	Eldridge Junction to Maquoketa.....	16.60	.....
First.....	First.....	Chicago to Kiltredge.....	21.90	.....
Second.....	First.....	Kiltredge to Savanna.....	3.54	8,000,000.00
First.....	First.....	Sabula bridge and approaches.....	293.84	.....
First.....	First.....	Cedar Rapids to Kansas City.....	261.70	.....
First.....	First.....	Marion to Council Bluffs.....	90.10	.....
First.....	First.....	Sioux City to Manila.....	82.76	.....
First.....	First.....	Egan to Woonsocket.....	282.60	.....
First.....	First.....	Sioux City to Aberdeen.....	70.00	.....
First.....	First.....	Elk Point to Sioux Falls.....	9.00	.....
First.....	First.....	Even to Rock Valley.....	47.00	25,340,000.00
First.....	First.....	Farley to Cedar Rapids.....	346.50	.....
First.....	First.....	La Crosse to Sioux Falls.....	38.10	.....
First.....	First.....	Wells to Mankato.....	28.86	7,492,000.00
First.....	First.....	Minneapolis to Benton Junction.....	33.00	.....
First.....	First.....	Warren to Mineral Point.....	18.00	.....
First.....	First.....	Calamine to Platteville.....	34.00	.....
First.....	First.....	Monroe to Shullsburg.....	16.00	.....
First.....	First.....	Lone Rock to Richland Center.....	32.00	2,840,000.00
First.....	First.....	Virrequa to Sparta.....

SECURITY FOR FUNDED DEBT—Continued.

CHICAGO, MILWAUKEE & ST. PAUL.

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NAME OF BOND.	Lien.	Line (or Property) Mortgaged.	Miles.	Outstanding.
Dubuque division	First.....	La Crescent to Clinton.....	178.00
.....	First.....	Caledonia Junction to Preston.....	57.80	.....
.....	First.....	Waukon Junction to Waukon.....	22.80	.....
.....	First.....	Turkey River Junction to West Union.....	57.20	.....
.....	First.....	Bellevue to Cascade	35.50	\$6,479,000.00
Wisconsin Valley division.....	Second.....	Tomah to Merrill.....	107.00	.....
.....	First.....	Merrill to Menasha.....	54.50	2,270,000.00
Wisconsin and Minnesota division.....	First.....	Wabasha to Zumbrota.....	60.00	.....
.....	First.....	Hastings to Stillwater.....	25.50	.....
.....	First.....	Northfield to Red Wing.....	32.50	.....
.....	First.....	Wabasha to Chippewa Falls.....	65.00	.....
.....	First.....	Red Cedar Junction to Cedar Falls.....	21.00	.....
.....	First.....	Minneapolis to St. Paul and Short Line bridge.....	10.00	.....
Chicago and Lake Superior division.....	First.....	Reed's Landing Bridge.....	.....	4,755,000.00
.....	First.....	Janesville to Beloit.....	14.00	.....
.....	First.....	Rockton to Rockford.....	15.00	.....
.....	First.....	Madison to Portage.....	39.00	1,360,000.00
Chicago and Missouri River division.....	First.....	Tripp to Armour.....	20.40	.....
.....	First.....	Roscoe to Bowdle.....	15.50	.....
.....	First.....	Roscoe to Orient.....	41.10	3,083,000.00
Dakota & Great Southern R'y	First.....	Madison to Bristol.....	102.70	.....
.....	First.....	Andover to Harlem.....	56.00	2,855,000.00
Fargo & Southern R'y.....	First.....	Ortonville to Fargo.....	117.00	1,250,000.00
Wisconsin Valley R. R.	First.....	Tomah to Merrill.....	.....	1,106,500.00
Income Sinking Fund, convertible.....	.....	Not secured by mortgage.....	.....	1,444,000.00
General Mortgage.....	.....	Authorized issue \$150,000.00—covering all property of the company For refunding above mentioned debt, and for the extension and improvement of road.....	.....	.....
Milwaukee & Northern R. R.	First.....	North Milwaukee to Green Bay.....	126.77	22,173,000.00
.....	First.....	Hibert Junction to Appleton.....	.....	2,155,000.00
Milwaukee & Northern R. R., consolidated*.....	Second.....	Green Bay to Champion.....	253.81	.....
.....	Second.....	Hibert Junction to Appleton.....	20.85	.....
.....	First.....	Menasha to Neenah.....	11.00	.....
.....	First.....	Oconto Junction to Oconto.....	11.94	.....
.....	First.....	Ellis Junction to Menominee.....	22.43	.....
.....	First.....	Wausaukee to Northwrest.....	17.00	.....
.....	First.....	Channing to Sidnaw.....	47.05	5,092,000.00
.....	First.....	Sidnaw to Ontonagon.....	45.90	.....
Total.....	.....	.....	.....	\$139,161,000.00

*Authorized issue, \$8,000,000. For refunding above mentioned debt of \$2,155,000, and for extensions of road.

All of the equipment and rolling stock reported as owned on page 65 of this report is covered by and included in the several mortgages of the company, and it is used on the whole line as an entirety without division.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
Total (including general officers)—entire line.....	20, 245	6, 358, 213	\$12, 460, 923.03	\$1.96

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Total passenger revenue—page 35.....		\$1,301,808.28
Total passenger earnings—page 35.....		1,777,357.74
Passenger earnings per mile of road—1,120.09 miles.....		1,586.80
Passenger earnings per train mile—1,396,016 miles.....		1.27.316
FREIGHT TRAFFIC—		
Total freight revenue—page 35.....		4,864,610.06
Total freight earnings—page 35.....		4,880,598.19
Freight earnings per mile of road—1,120.09 miles.....		4,357.33
Freight earnings per train mile—2,473,369 miles.....		1.97.326
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		6,166,418.34
Passenger and freight revenue per mile of road—1,120.09 miles.....		5,505.29
Passenger and freight earnings—page 35.....		6,657,955.93
Passenger and freight earnings per mile of road—1,120.09 miles.....		5,944.13
Gross earnings from operation—page 35.....		6,693,920.99
Gross earnings from operation per mile of road—1,120.09 miles.....		5,976.23
Gross earnings from operation per train mile—3,869,385 miles.....		1.72.997
Operating expenses—page 45 (excluding taxes).....		3,196,008.82
Operating expenses per mile of road (excluding taxes)—1,120.09 miles.....		2,853.35
Operating expenses per train mile (excluding taxes)—3,869,385 miles.....		82.597
Income from operation—page 31 (excluding taxes).....		3,497,912.17
Income from operation per mile of road (excluding taxes)—1,120.09 miles.....		3,122.83
TRAIN MILEAGE—		
Miles run by passenger trains.....	1,348,809	
Miles run by freight trains.....	2,331,750	
Miles run by mixed trains.....	188,826	
Total mileage trains earning revenue.....	3,869,385	

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—
ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	7,427,614	
Number of passengers carried one mile (6,187.92 miles).....	260,821,497	
Number of passengers carried one mile per mile of road.....	42,150	
Average distance carried, miles.....	35.12	
Total passenger revenue—page 35.....		\$6,193,579.85
Average amount received from each passenger.....		.85.457
Average receipts per passenger per mile.....		.02.375
Total passenger earnings—page 35.....		8,629,355.28
Passenger earnings per mile of road (6,187.92 miles).....		1,394.55
Passenger earnings per train mile.....		1.07.445
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	12,210,055	
Number of tons carried one mile.....	2,381,667,938	
Number of tons carried one mile per mile of road.....	3,848.90	
Average distance haul of one ton—miles.....	195.06	
Total freight revenue—page 35.....		23,887,930.06
Average amount received for each ton of freight.....		1.95.641
Average receipts per ton per mile.....		.01.003
Total freight earnings—page 35.....		23,954,930.18
Freight earnings per mile of road (6,187.92 miles).....		3,871.24
Freight earnings per train mile.....		1.68.055
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		30,081,509.91
Passenger and freight revenue per mile of road (6,187.92 miles).....		4,861.33
Passenger and freight earnings—page 35.....		32,584,285.46
Passenger and freight earnings per mile of road (6,187.92 miles).....		5,265.79
Gross earnings from operation—page 35.....		32,887,156.42
Gross earnings from operation per mile of road (6,187.92 miles).....		5,314.74
Gross earnings from operation per train mile.....		1.47.571
Operating expenses—page 45 (excluding taxes).....		18,800,051.84
Operating expenses per mile of road (excluding taxes—6,187.92 miles).....		3,038.19
Operating expenses per train mile (excluding taxes).....		.84.360
Income from operation—page 31 (excluding taxes).....		14,087,104.58
Income from operation per mile of road (excluding taxes—6,187.92 miles).....		2,276.55
TRAIN MILEAGE—		
Miles run by passenger trains.....	7,788,709	
Miles run by freight trains.....	13,526,151	
Miles run by mixed trains.....	970,799	
Total mileage trains earning revenue.....	22,285,659	
Miles run by switching trains.....	4,005,550	
Miles run by construction and other trains.....	609,991	
Grand total train mileage.....	26,901,200	
Mileage of loaded freight cars—north or east.....	124,626,602	
Mileage of loaded freight cars—south or west.....	93,848,420	
Mileage of empty freight cars—north or east.....	29,833,366	
Mileage of empty freight cars—south or west.....	62,622,112	
Average number of freight cars in train.....	21.81	
Average number of loaded cars in train.....	15.33	
Average number of empty cars in train.....	6.48	
Average number of tons of freight in train.....	167.10	
Average number of tons of freight in each loaded car.....	10.90	

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA. (Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons	Per Cent.
Total tonnage—entire line.....	10,715,544	1,494,511	12,210,055	100

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Ad- ded during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives (Owned and Leased)—						
Passenger.....	1	227	227	Westinghouse.....		
Freight.....	5	502	403	Westinghouse.....		
Switching.....	1	104	45	Westinghouse.....		
Total locomotives in service.....						
Total locomotives owned.....	3	833	675	Westinghouse.....		
Cars (Owned and Leased, in Passenger Service)—						
First class cars.....		166	166	Westinghouse.....	109 47	Miller Janney-Miller
Second class cars.....	1	225	225	Westinghouse.....	1 9	Sloan-Miller Cowell
Combination cars.....		11	11	Westinghouse.....	1 215	Sloan-Miller Miller
Dining cars.....		8	8	Westinghouse.....	10 2	Miller Cowell
Parlor cars.....		16	16	Westinghouse.....	6 3	Miller Cowell
Sleeping cars.....		53	53	Westinghouse.....	13 14	Miller Cowell
Baggage, express and postal cars.....	2	285	276	Westinghouse.....	39 254	Miller Miller
Other cars in passenger service.....		2	2	Westinghouse.....	2	Miller
Total.....	1	766	757	Westinghouse.....	725	
In Freight Service—						
Box cars.....	280	18,663	7,548	Westinghouse.....	9,760	M. C. B.
Flat cars.....	123	5,172	1,040	Westinghouse.....	2,138	M. C. B.
Stock cars.....	115	2,531	702	Westinghouse.....	838	M. C. B.
Refrigerator cars.....	10	472	396	Westinghouse.....	432	M. C. B.
Other cars in freight service.....		316	110	Westinghouse.....	100	M. C. B.
Total.....	32	27,155	9,796	Westinghouse.....	13,268	
In Company's Service—						
Officers' and pay cars.....		11	11	Westinghouse.....	11	Miller
Gravel cars.....	2	272			148	M. C. B.
Derrick cars.....		11	2	Westinghouse.....		
Caboose cars.....	1	461	2	Westinghouse.....	23	M. C. B.
Other road cars.....	1	62				
Total.....	2	817	15	Westinghouse.....	182	
Total cars in service.....	31	28,738	10,568	Westinghouse.....	14,175	
Total cars owned.....	31	28,738	10,568	Westinghouse.....	14,175	

(Page 67.)

MILEAGE.—Continued.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	Main Line, Branches and Spurs.	One-Half of Track Owned Jointly.	Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
					Iron.	Steel.
Illinois.....	317.23	.32	317.55	.....	3.39	314.16
Wisconsin.....	1,644.49	1.65	1,646.14	.....	97.34	1,548.80
Iowa.....	1,551.39	.99	1,552.38	.....	137.54	1,414.84
Minnesota.....	1,114.89	2.60	1,117.49	.....	159.99	957.50
North Dakota.....	118.21	.....	118.21	.....	5.96	112.25
South Dakota.....	1,101.06	.....	1,101.06	.....	323.89	777.17
Missouri.....	140.27	.....	140.27	.....	.....	140.27
Michigan.....	152.08	.....	152.08	.....	.....	152.08
Total mileage owned (single track)	6,129.62	5.56	6,145.18	.....	727.81	5,417.37

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	Main Line, Branches and Spurs.	Line of Proprietary Companies	Line Operated Under Lease.	Line Oper- ated Under Contract, Etc, Joint Ownership.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
								Iron.	Steel.
Miles of single track.....	1,114.89	.....	.....	5.20	.....	1,120.09	.....	159.99	960.10
Miles of second track.....	9.96	.....	.....	1.28	.....	11.24	.....	.....	11.24
Miles of third track, connecting	1.63	.....	.....	.....	.....	1.63	.....	.....	1.63
Miles of fourth track.....	5.26	.....	.....	.....	.....	5.26	.....	.....	5.26
Miles of yard track and sidings.....	203.52	.....	.....	2.65	.....	206.17	.....	154.63	51.54
Total mileage operated (all tracks).....	1,835.26	.....	.....	9.13	.....	1,344.39	.....	314.62	1,029.77

B. Mileage of Line Operated by States and Territories (Single Track).

(See Page 67.)

C. Mileage of Line Owned by States and Territories (Single Track).

(See Page 67.)

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switch, Flag and Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....		1		2				3
Falling from trains and engines...	2	1					2	1
At stations.....					2	1	2	1
Total.....	2	2		2	2	1	4	5

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
At highway crossings.....			1				1	
At stations.....		3	11	6		1	11	7
Total.....		3	12	6		1	12	7

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

No data. (See interstate.)

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Feet.	Minimum Length, Feet.	Maximum Length, Feet.	ITEM.	Number.	Height of Lowest Above Surface of Rail. Ft. In.
Bridges—					Overhead Highway Crossings—		
Iron	56	7,335	18	359	Bridges.....	6	19 10
Wooden	8	3,858	45	250	Trestles.....	14	17 00
Combination.....	1	112	112	112	Total.....	20	17
Total	65	11,305	18	359	Overhead Railway Crossings—		
Trestles.....	1,082	84,305	8	3,400	Trestles.....	1	22 5

Gauge of track, 4 feet, 8½ inches. 1,002.11 miles.

Gauge of track, 3 feet. 117.98 miles.

TELEGRAPH.

Owned by Company Making this Report.

Miles of line	1,095.00
Miles of wire.....	3,590.40
Name of Operating Company, Western Union Telegraph Company.	

For the construction of the telegraph lines the Western Union Telegraph Co., or the North-Western Telegraph Co., in some cases, furnished some material and claim joint ownership. Amount not definitely fixed.

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

American Live Stock Transportation Co.	Kentucky Refining Co.
American Refrigerator Transit Co.	Laurel Hill Car & Coal Co.
American Cotton Oil Co.	Libby, McNeill & Libby.
Ames Coal Transportation Co.	Lipton Refrigerator Line.
Anglo-American Provision Co.	Live Poultry Transportation Co.
Armour Car Lines.	Manhattan Oil Co.
American Transportation Co.	Mann Bros.
Arms Palace Horse Car Co.	Mather Stock Car Co.
Abernathy Furniture Co.	Mattheissen & Hegeler Zinc Co.
American Car Co.	Mattoon Manufacturing Co.
American Tank Line.	Menasha Woodenware Co.
Austell Refrigerator Car Co.	Merchants Dispatch Trans. Co.
Barrett & Barrett.	Midland Line.
Barrett, S. E., Manufacturing Co.	Missouri Valley Refrigerator Line.
Blue Line Transit Co.	Mitchell & Lewis Co.
Boyd, Dunham & Co.	Morrell Refrigerator Line.
Briggs Manufacturing Co.	Morris, Nelson, & Co.
Brill, J. G., & Co.	Minneapolis Stock Yards & Packing Co.
Burton Stock Car Co.	Muir Tank Line.
Butler, J. E., Furniture Line.	Michigan Salt Line.
Britton, D. W.	National Dispatch Line.
Barbarossa Refrigerator Line.	National Furnace Co.
California Fruit Express Co.	National Linseed Oil Co.
California Fruit Transportation Co.	National Rolling Stock Co.
Canada Southern Line.	New York Dispatch Refrigerator Line.
Canadian Pacific Dispatch.	North West Dispatch Fast Freight Line.
Canda Cattle Car Co.	Nichols Chemical Co.
Case, J. I., Threshing Machine Co.	National Fruit Dispatch.
Cedar Rapids Refrigerator Express Co.	Omaha Packing Co.
Central Equipment Co.	Paragon Refining Co.
Chappell Chemical Co.	Peavey Grain Line.
Chicago Refrigerator Car Line.	Peerless Tank Line.
Climax Gasoline Co.	Penn Refining Co.
Cold Blast Transportation Co.	Pullman's Palace Car Co.
Continental Fruit Express Co.	Producers Oil Co.
Cornplanter Refining Co.	Provision Dealers Dispatch.
Craig Oil Co.	Racine Wagon & Carriage Co.
Crystal Oil Works.	Ramage, S. Y.
Cudahy Milwaukee Refrigerator Line.	Red Line Transit Co.
Cudahy Refrigerator Line.	Rend, W. F., & Co.
Crupples, S., Woodenware Co.	Rock Falls Manufacturing Co.
Dold, J., Packing Co.	Rocky Mountain Oil Co.
Empire Line.	Royston, Herbert.
Empire Oil Works.	Rainey, W. J.
Erie Dispatch.	St. Charles Car Co.
Fecker Brewing Co. Refrigerator Line.	St. Louis Refrigerator Car Co.
Fairbanks, N. K., & Co.	Scofield, Shurmer & Teagle.
Great Eastern Line.	Silberhorn Refrigerator Car Co.
Green Line.	Sioux City Dressed Beef Refrigerator Line.
Hammond Refrigerator Line.	Smith, E. C.
Havens, C. B., & Co.	South Eastern Line.
Healey Refrigerator Line.	Southern Dispatch Lumber Line.
Hannibal Transfer Co.	Southern Iron Car Line.
Hicks Stock Car Co.	Street's Western Stable Car Line.
Harris Coalery Co.	Sun Oil Line.
Heim, Ferd., Brewing Co.	Swift Refrigerator Line.
Hutchinson Packing Co.	Sheboygan Chair Co.
Independent Refining Co.	Titusville Oil Works.
International Oil Works.	Union Refrigerator Transit Co.
Interstate Transit Co.	Union Tank Line.
Interstate Ventilator Refrigerator Car Line.	United States Transportation Co.
Inland Steel Co.	Venice Transportation Co.
Johnson, F. C.	Weaver, Getz & Co.
Kansas City Dressed Beef Line.	Western Car Leasing Co.
Kansas City Refrigerator Car Co.	White Line Transit Co.
Kansas Manufacturers Dispatch.	White Star Transportation Co.
Keystone Palace Horse Car Co.	Washington Refining Co.

Chicago & North-Western Railway Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Chicago & North-Western Railway Company.

2. Date of organization? June 7, 1859.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof? Organized under act of Illinois legislature, approved Feb. 19, 1859, and under act of Wisconsin legislature, approved March 14, 1859. Certificate made June 6, 1859.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same? Other companies have been consolidated with the Chicago & North-Western Railway company, as follows:

NAME OF COMPANY.	State.	Charter or Organization Under General Laws.
Dixon, Rockford & Kenosha Ry. Co.....	Ill. and Wis.	Organized Jan. 16, 1864.
Galena & Chicago Union R. R. Co.....	Illinois.....	Chartered by act of Illinois Jan. 16, 1836. Amended by act of Illinois, March 4, 1837. Amended by act of Illinois, Feb. 24, 1847. Amended by act of Illinois, Feb. 11, 1853. Amended by act of Illinois, Feb. 25, 1854. Amended by act of Illinois, Feb. 15, 1855.
Peninsular Railroad Co.....	Michigan.....	Organized Feb. 8, 1862.
Beloit & Madison R. R. Co.....	Wisconsin....	Chartered by act of Wisconsin, Feb. 18, 1852.
Baraboo Air Line R. R. Co.....	Wisconsin....	Chartered by act of Wisconsin, March 8, 1870. Amended by act of Wisconsin, Jan. 31, 1871.
La Crosse, Trempealeau & Pres. R. R. Co.	Wisconsin ...	Chartered by act of Wisconsin, March 6, 1857. Amended by act of Wisconsin, April 4, 1864.
Menominee River R. R. Co.....	Michigan.....	Organized Feb. 9, 1875.
Escanaba & Lake Superior Ry. Co.....	Michigan.....	Organized Nov. 20, 1880.
Elgin & State Line R. R. Co.....	Illinois.....	Chartered by act of Illinois, Feb. 12, 1859.
Chicago, Milwaukee & N-W. Ry. Co....	Ill. and Wis.	Organized March 19, 1881.

5. Date and authority for each consolidation?

Date of Consolidation.	Companies Acquired by Consolidation.	Authority for Consolidation.
Jan. 19, 1864.....	Dixon, Rockford & Kenosha R. R. Co	General railroad law.
June 2, 1864.....	Galena & Chicago Union R. R.....	Authority conferred by charter.
Oct. 21, 1864.....	Peninsular R. R. Co	General railroad law.
Jan. 10, 1871.....	Beloit & Madison R. R. Co.....	Authority conferred by charter.
March 10, 1871.....	Baraboo Air Line R. R. Co.....	Authority conferred by charter.
Jan. 6, 1877.....	La Crosse, Trempealeau & Pres. R. R. Co.....	Authority conferred by charter.
July 1, 1882.....	Menominee River R. R. Co.....	General railroad law.
July 1, 1882.....	Escanaba & Lake Superior Ry. Co.....	General railroad law.
June 7, 1883.....	Elgin & State Line R. R. Co.....	Authority conferred by charter.
June 7, 1883.....	Chicago, Milwaukee & N-W. Ry. Co	General railroad law.

The property and franchises of other companies have been acquired by the Chicago and North-Western Railway Company by purchase, as follows:

DATE OF ORGANIZATION.	Company.	State.	Date of Purchase.	Authority for Purchase.
April 4, 1882.....	Galesville & Mississippi River R. R. Co.	Wisconsin.....	March 16, 1883.....	General railroad law.
March 18, 1880.....	Rock River R. R. Co.	Wisconsin.....	March 16, 1883.....	General railroad law.
Jan. 26, 1836.....	Chicago, Iowa & Nebraska R. R.	Iowa.....	July 1, 1884.....	General railroad law.
June 14, 1859.....	Cedar Rapids & Missouri River R. R.	Iowa.....	July 2, 1884.....	General railroad law.
June 10, 1876.....	Maple River R. R. Co.	Iowa.....	July 3, 1884.....	General railroad law.
July 31, 1872.....	Stanwood & Tipton.....	Iowa.....	Oct. 24, 1884.....	General railroad law.
March 2, 1870.....	Iowa Midland Ry. Co.	Iowa.....	Oct. 24, 1884.....	General railroad law.
July 2, 1883.....	Ottumwa Cedar Falls & St. P. Ry. Co.	Iowa.....	Oct. 24, 1884.....	General railroad law.
June 18, 1880.....	Iowa South-Western Ry. Co.	Iowa.....	Oct. 24, 1884.....	General railroad law.
August 1, 1870.....	Des Moines & Minn. R. R. Co.	Iowa.....	Oct. 44, 1884.....	General railroad law.
April 9, 1886.....	Maple Valley Ry. Co.	Iowa.....	May 4, 1887.....	General railroad law.
April 15, 1886.....	Janesville & Evansville Ry. Co.	Wisconsin.....	May 6, 1887.....	General railroad law.
Jan. 13, 1887.....	Stout Valley Ry. Co.	Iowa.....	Nov. 2, 1887.....	General railroad law.
Oct. 30, 1886.....	Iowa Railway Coal and Manufacturing Co.	Iowa.....	Nov. 2, 1887.....	General railroad law.
June 29, 1888.....	Union County Ry. Co.	Iowa.....	Nov. 2, 1887.....	General railroad law.
Feb. 15, 1884.....	Sycamore & Cortland R. R. Co.	Illinois.....	June 7, 1888.....	Act of Illinois, June 30, 1885.
Oct. 8, 1886.....	Northern Illinois Ry. Co.	Illinois.....	June 7, 1888.....	Act of Illinois, June 30, 1885.
Aug. 13, 1887.....	Iron River Ry. Co.	Michigan.....	June 10, 1889.....	Act of Michigan, Feb. 27, 1889.
Aug. 8, 1887.....	Lake Geneva & St. Louis Ry. Co.	Michigan.....	June 10, 1889.....	Act of Michigan, Feb. 27, 1889.
June 15, 1869.....	Toledo & North-Western Ry.	Wisconsin.....	June 10, 1889.....	General railroad law.
Jan. 7, 1889.....	Junction Ry. Co.	Iowa.....	June 6, 1890.....	General railroad law.
May 28, 1890.....	Paint River Ry. Co.	Illinois.....	June 4, 1891.....	Act of Illinois, June 30, 1885.
Dec. 11, 1875.....	Milwaukee, Lake Shore & Western Ry. Co.	Michigan.....	June 4, 1891.....	Act of Michigan, Feb. 27, 1889.
		Wis. and Mich.	Aug. 19, 1893.....	General railroad law.

The following named companies are controlled by the Chicago & North-Western Railway Company by ownership of capital stock, and no distinction is made in this report by reason of their separate incorporation:

NAME OF COMPANY.	Where Organized.	Charter or Organization.
Dakota Central Railway Co.....	Dakota.....	Organized May 7, 1879.
Princeton & Western Ry. Co.....	Wisconsin.....	Organized Aug. 1, 1883.
Winona & St. Peter R. R. Co.....	Minnesota.....	Chartered by act of March 10, 1862.
Wisconsin Northern Ry. Co.....	Wisconsin.....	Section 1830, chapter 87, laws of Wis.
Leased line—St. Paul Eastern Grand Trunk Ry.....	Wisconsin.....	Organized September 5, 1879.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized? Not a reorganized company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
David P. Kimball.....	Boston, Mass.....	June, 1897
Chauncey M. Depew.....	New York, N. Y.....	June, 1897
Samuel F. Barger	New York, N. Y.....	June, 1897
Albert Keep.....	Chicago, Ill.....	June, 1897
M. L. Sykes.....	New York, N. Y.....	June, 1897
James C. Fargo.....	New York, N. Y.....	June, 1897
Zenas Crane.....	Dalton, Mass.....	June, 1898
Oliver Ames.....	Boston, Mass.....	June, 1898
James Stillman.....	New York, N. Y.....	June, 1898
Marvin Hughitt	Chicago, Ill.....	June, 1898
N. K. Fairbank	Chicago, Ill.....	June, 1898
Byron L. Smith.....	Chicago, Ill.....	June, 1899
Cyrus H. McCormick.....	Chicago, Ill.....	June, 1899
F. W. Vanderbilt.....	New York, N. Y.....	June, 1899
W. K. Vanderbilt.....	New York, N. Y.....	June, 1899
H. McK. Twombly.....	New York, N. Y.....	June, 1899
John I. Blair.....	Blairstown, N. J.....	June, 1899

Total number of stockholders at date of last election? 5,247.

Date of last meeting of stockholders for election of directors? June 4, 1895.

Give postoffice address of general office? Chicago and New York.

Give postoffice address of operating office? Chicago.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the board.....	Albert Keep.....	Chicago, Ill.
President	Marvin Hughitt.	Chicago, Ill.
First vice president.....	Martin L. Sykes.....	New York, N. Y.
Second vice president.....	Marshall M. Kirkman.....	Chicago, Ill.
Third vice president.....	William H. Newman.....	Chicago, Ill.
Secretary and treasurer	Martin L. Sykes.....	New York, N. Y.
General counsel.....	Lloyd W. Bowers.....	Chicago, Ill.
Auditor.....	J. B. Redfield.....	Chicago, Ill.
General manager.....	John M. Whitman.....	Chicago, Ill.
Chief engineer	John E. Blunt	Chicago, Ill.
General superintendent.....	Sherburn Sanborn	Chicago, Ill.
Division superintendents, }	William P. Cosgrave	Winona, Minn.
Minnesota lines.....	James S. Oliver.....	Huron, S. Dak.
Supt. of telegraph.....	George H. Thayer.....	Chicago, Ill.
General freight agent.....	Hiram R. McCullough.....	Chicago, Ill.
General passenger agent.... }	Warren B. Kniskern.....	Chicago, Ill.
General ticket agent.....		
General baggage agent.....	Nathaniel A. Phillips.....	Chicago, Ill.
Land commissioner.....	Charles E. Simmons.....	Chicago, Ill.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which are Included in the Income Account—Page 31.

In giving roads below observe the following classification and order:

1. Railroad line represented by capital stock:
 - (a) Main line.
 - (b) Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for each R'd Named.	Miles of Line for each Class of R'ds Named.
	From.	To.		
Lines chartered as or consolidated with C. & N-W. R'y Co.....	State line.....	Winona, Minn.....	.13	.....
	State line.....	Elmore, Minn.....	.34	.....
				.47
Proprietary Lines— Winona & St. Peter R. R. Co.....	Winona.....	S. Dak. state line.....	288.50	.....
	Mankato Jct.....	Mankato.....	3.75	.....
	Sleepy Eye.....	Redwood Falls.....	24.40	.....
	Rochester.....	Zumbrota.....	24.48	.....
	Eyota.....	Plainview.....	15.01	.....
	Eyota.....	Chatfield.....	11.46	.....
	Tracy.....	S. Dak. state line	46.40	.....
				414.00
			.....	414.47

Miles of Complete Road, June 30, 1896—Lines Chartered as or Consolidated with Chicago & North-Western R'y Co.

CHICAGO & NORTH-WESTERN.

625

DESTINATION.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Chicago to Council Bluffs.....	491.00	137.88	353.12					
Chicago to Freeport.....	121.00	121.00						
Geneva to Aurora.....	9.40	9.40						
Geneva to St. Charles.....	2.40	2.40						
St. Camere to Cortland.....	4.64	4.64						
Elgin to Williams Bay.....	51.04	35.82		15.22				
Belvidere to Spring Valley.....	75.78	75.78						
South Branch Junction to River (Chicago).....	4.50	4.50						
Clinton to Annamosa (quarry).....	73.57		73.57					
Stanwood to Tipton.....	8.50		8.50					
Cut-off near Cedar Rapids.....	5.96		5.96					
Des Moines to Jewell Junction.....	59.09		59.09					
Tama to Elmore.....	164.56		164.56					
Jewell Junction to Wall Lake Junction.....	73.68		73.68					
Eagle Grove to Hawarden.....	145.20		145.20					
Belle Plaine to Muchakinock.....	64.00		64.00					
Boone to Coal Banks.....	3.25		3.25					
Maple River Junction to Onawa.....	80.85		80.85					
Wall Lake to Morville.....	79.97		79.97					
Carroll to Kirkman.....	34.81		34.81					
Manning to Audubon.....	17.00		17.00					
Chicago to Fort Howard.....	242.20	69.73		172.47				
Appleton Water Power Extension.....	3.63		3.63					
Kenosha to Rockford.....	72.10	44.03		28.07				
Chicago to Montrose.....	5.20	5.20						
Montrose to North Evanson.....	7.69	7.69						
Chicago to Milwaukee.....	85.00	44.60		40.40				
Milwaukee to Fond du Lac.....	62.63			62.63				
Sheboygan to Princeton.....	78.40			78.40				
Milwaukee to Montfort.....	140.88			140.88				
Montfort to Galena.....	46.34	10.30		36.04				
Montfort to Woodman.....	30.50			30.50				
Ipswich to Plattville.....	4.00			4.00				
Lancaster Junction to Lancaster.....	12.04			12.04				
Janesville to Afton.....	6.10			6.10				
Belvidere to Winona.....	227.00	21.00		205.87		.13		
Winona Junction to La Crosse.....	3.96			3.96				
Trempealeau to Gatesville.....	6.71			6.71				
Evansville to Janesville.....	15.68			15.68				
Fort Howard to Republic.....	202.64			49.45				
Clowrie to Michigamme.....	10.41			153.19				
				10.44				

PROPERTY OPERATED—Continued.

(Page 9.)

DESTINATION.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
Wabic to Champion.....	1.23				1.23			
Powers to Watersmeet.....	104.33			13.73	90.60			
Slager to Crystal Falls.....	9.10				9.10			
Narenita to Metropolltan.....	34.86				31.86			
Branches to mines off main line.....	42.27				42.27			
Branches to mines off E. & L. S. Line.....	8.44				8.44			
Branches to mines off Menominee River Line.....	36.13			4.71	31.42			
Branches to mines off Crystal Falls to Hemlock Mine.....	15.00				15.00			
Branches to mines off Ashland division.....	31.22			4.89	29.33			
Branches to Industries off Ashland division.....	21.44			20.92	29.33			
Lake Shore Junction to Ashland, Wis.....	386.13			319.24	66.89			
Monico Junction to Hurley, Wis.....	88.11			88.11				
Two Rivers Junction to Two Rivers, Wis.....	6.35			6.35				
Hortonville to Oshkosh, Wis.....	23.10			23.10				
Eland Junction to Marshfield, Wis.....	63.87			63.87				
North of Antigo to East Bryant Switch.....	7.27			7.27				
Pratt Junction to Harrison.....	17.85			17.85				
Farrish Junction to Parrish.....	4.54			4.54				
Watersmeet to Cheate.....	22.82				22.82			
Interior Junction to Interior.....	1.61				1.61			
Craigsmere to Robbins.....	3.47				3.47			
Hurley to end of track.....	12.97			12.97				
Potato River Junction to end of track.....	2.60			2.60				
Extension through section 34.....	1.34			1.34				
Total C. & N-W. R'y (chartered or consolidated).....	3,782.29	593.97	1,163.12	1,503.54	521.19	.47		

PROPERTY OPERATED—Continued.

DESTINATION.	Total.	Illinois.	Iowa.	Wisconsin.	Michigan.	Minnesota.	South Dakota.	North Dakota.
PROPRIETARY LINES.								
Pinection & Western R'y.....	16.06							
Valley Junction to Needah				16.06				
Winona & St. Peter R. R.....	448.48					288.50	34.48	
Winona to Watertown.....						8.75		
Mankato Junction to Mankato						24.40		
Sleepy Eye to Redwood Falls						24.48		
Rochester to Zumbrota.....						15.01		
Eyota to Plainview						11.46		
Eyota to Chatfield.....						46.40		
Tracy to Dakota line								
Dakota Central R'y.....	723.93							
Minnesota state line to Pierre.....							209.11	
James Valley Junction to Oakes							117.67	14.28
Watertown Junction to Watertown.....							43.83	
Watertown to Gettysburg.....							146.25	
Iroquois to Hawarden (state line).....							125.49	
Centerville to Yankton.....							28.46	
Doland to Groton							38.84	
Total.....	1,188.47			16.06		414.00	744.13	14.28
LEASED LINES.								
St. Paul Eastern Grand Trunk R'y.....	60.02			56.00				
Clintonville to Oconto.....				4.02				
Spurs.....								
Total.....	60.02			60.02				
RECAPITULATION.								
Chicago & North-Western R'y (chartered or consolidated).....	3,782.29	593.97	1,163.12	1,503.54	521.19	47		
Proprietary lines.....	1,188.47			16.06		414.00	744.13	14.28
Leased lines.....	60.02			60.02				
Grand total.....	5,030.78	593.97	1,163.12	1,579.62	521.19	414.47	744.13	14.28

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.		
	Date of Issue.	When Due.					Rate.	When Payable.	Amount Accrued during the Year.
MORTGAGE BONDS.									
M. L. S. & W. Ry. Hurley & Ont. branch, first mortgage.....	April 1, 1886	April 1, 1896	\$250,000.00	\$250,000.00	.....	These bonds were assumed by C. & N-W. Ry. Co. when it acquired the roads named.	6	April 1, Oct. 1	\$1,005.00
Maple River R. R. first mortgage.....	July 1, 1877	July 1, 1897	520,000.00	488,000.00	\$402,500.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Jan. 1, July 1	28,175.00
Chicago & Milwaukee Ry. first mortgage.....	July 1, 1863	July 1, 1898	1,700,000.00	1,700,000.00	1,700,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Jan. 1, July 1	119,000.00
Peninsula R. R. first mortgage.....	July 1, 1863	Sept. 1, 1898	1,000,000.00	1,000,000.00	95,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	7,770.00
Iowa Midland Ry. first mortgage.....	Aug. 1, 1863	Oct. 1, 1900	1,350,000.00	1,350,000.00	1,350,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	April 1, Oct. 1	108,000.00
Escanaba & Lake Superior Ry. first mortgage.....	July 1, 1870	Oct. 1, 1901	720,000.00	720,000.00	720,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Jan. 1, July 1	43,200.00
C. & N-W. Ry. first mortgage (Iowa div.).....	July 1, 1881	July 1, 1901	1,411,000.00	1,411,000.00	1,411,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Jan. 1, July 1	63,495.00
C. & N-W. Ry. first mortgage (Iowa div.).....	April 1, 1881	April 1, 1901	1,411,000.00	1,411,000.00	1,411,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	April 1, Oct. 1	63,495.00
C. & N-W. Ry. first mortgage (Iowa div.).....	Nov. 30, 1872	Dec. 1, 1902	48,000.00	48,000.00	12,336,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	863,520.00
Milwaukee & Madison Ry. first mortgage.....	Sept. 1, 1880	Sept. 1, 1905	1,600,000.00	1,600,000.00	1,600,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	96,000.00
Chicago & Tonah R. R. first mortgage.....	Sept. 1, 1880	Nov. 1, 1905	1,528,000.00	1,528,000.00	1,528,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	96,000.00
C. & M. & N-W. Ry. construction.....	May 1, 1842	Nov. 1, 1906	750,000.00	750,000.00	750,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	May 1, Nov. 1	23,000.00
Menominee River R. R. first mortgage.....	July 1, 1876	July 1, 1906	400,000.00	400,000.00	400,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Jan. 1, July 1	27,650.00
Des Moines River R. R. first mortgage.....	Jan. 1, 1880	July 1, 1906	160,000.00	160,000.00	160,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Jan. 1, July 1	11,200.00
Des Moines & Minn. R. R. first mortgage.....	Feb. 1, 1882	Feb. 1, 1907	600,000.00	600,000.00	600,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Feb. 1, Aug. 1	42,200.00
Dak. Cent. Ry. first mgt. (W. & St.) P. Con.).....	May 1, 1882	Sept. 1, 1907	1,065,000.00	1,065,000.00	1,065,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	63,900.00
W. & St. P. R. R. second (now first) mgt.	Nov. 1, 1887	Nov. 1, 1907	1,800,000.00	1,800,000.00	1,800,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Nov. 1	111,400.00
Dakota Central Ry. first mgt. (S. E. Div.).....	Nov. 1, 1887	Nov. 1, 1907	2,000,000.00	2,000,000.00	2,000,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Nov. 1	120,000.00
Rochester & No. Minn. Ry. first mgt.	Sept. 1, 1878	Sept. 1, 1908	200,000.00	200,000.00	200,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	14,000.00
Plainview R. Ry. first mortgage.....	Sept. 1, 1878	Sept. 1, 1908	100,000.00	100,000.00	100,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	7,000.00
Minnetonka Valley Ry. first mortgage.....	Oct. 1, 1878	Oct. 1, 1908	150,000.00	150,000.00	150,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Apr. 1, Oct. 1	10,500.00
O. C. F. & St. P. Ry. first mortgage.....	Mar. 1, 1884	Mar. 1, 1909	1,600,000.00	1,600,000.00	1,600,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	80,000.00
C. R. & M. R. Ry. mortgage of 1884.....	June 1, 1884	June 1, 1909	769,000.00	769,000.00	1,600,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	53,880.00
Northern Illinois Ry. first mortgage.....	April 1, 1885	Mar. 1, 1910	1,600,000.00	1,500,000.00	1,500,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	220,000.00
Madison Extension, first mgt.	April 1, 1871	April 1, 1911	3,150,000.00	3,150,000.00	3,150,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	75,075.00
Menominee Ext., first mgt.	June 1, 1871	June 1, 1911	2,700,000.00	2,700,000.00	2,700,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	222,110.00
C. & N-W. Ry. con. skg. fund currency.....	June 1, 1865	Feb. 1, 1915	12,900,000.00	12,900,000.00	12,900,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	188,700.00
C. R. & M. R. Ry. first mgt.	May 1, 1866	May 1, 1916	2,500,000.00	2,500,000.00	2,500,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	894,180.00
W. & St. P. R. Ry. first mgt.	Dec. 1, 1871	Dec. 1, 1916	4,375,000.00	4,375,000.00	4,375,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	163,244.00
North-Western Union Ry. first mortgage.....	June 1, 1872	June 1, 1917	3,500,000.00	3,500,000.00	3,500,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	296,870.00
M. L. S. & W. Ry. consolidated, first mgt.	June 2, 1881	May 1, 1921	5,000,000.00	5,000,000.00	5,000,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	245,000.00
M. L. S. & W. Ry. first mgt.	Oct. 1, 1882	Oct. 1, 1922	600,000.00	600,000.00	600,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	20,000.00
M. L. S. & W. Ry. first mgt. (Mich. Div.).....	June 20, 1884	July 1, 1924	3,000,000.00	3,000,000.00	3,000,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	June 1, Dec. 1	76,860.00
M. L. S. & W. Ry. first mgt. (Ash'd Div.).....	Mar. 2, 1885	Mar. 1, 1925	1,000,000.00	1,000,000.00	1,000,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Mar. 1, Sept. 1	59,820.00
M. L. S. & W. Ry. ext. & imp. skg. f'd. mgt.	Feb. 1, 1889	Feb. 1, 1929	5,000,000.00	5,000,000.00	5,000,000.00	By C. & N-W. Ry. Co. when it acquired the roads named.	6	Feb. 1, Aug. 1	297,400.00
			.....	\$76,238,000.00	\$72,622,500.00				\$4,756,555.00
									760,235.50

FUNDED DEBT.—Continued.

(Page 19.)

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate.	INTEREST.			
	Date of Issue.	When Due.						When Payable.	Amount Accrued dur- ing the Year.	Amount Paid during the Year.	
MISCELLANEOUS OBLIGATIONS.											
C. & N-W. Ry., sinking fund of 1879, 6%	Oct. 1, 1879	Oct. 1, 1929	{ 15,000,000.00 20,000,000.00 20,000,000.00 20,000,000.00	\$5,440,000.00	\$56,189,000.00	\$6,353,701.67	6	April 1, Oct. 1	\$372,135.00	\$373,890.00	
C. & N-W. Ry., sinking fund of 1879, 5%	Oct. 1, 1879	Oct. 1, 1929		8,560,000.00	*7,313,000.00	8,100,675.00	5	April 1, Oct. 1	367,750.01	369,300.00	
C. & N-W. Ry., extension of 1884	Apr. 15, 1886	Aug. 15, 1926		18,632,000.00	*3,397,000.00	{ 17,605,850.31	4	Feb. 15, Aug. 15	215,880.00	{ 744,940.00	
C. & N-W. Ry., extension of 1886	Apr. 15, 1886	Aug. 15, 1926			+13,235,000.00	Feb 15, Aug. 15	529,400.00		
INCOME BONDS.											
M. L. S. & W. Ry., income bonds	May 2, 1881	May 1, 1911	500,000.00	\$500,000.00	\$500,000.00	{ Assumed by C. & N-W. Ry. Co. when it acquired road.	6	May 1, Nov. 1	\$1,485,165.01	\$1,488,130.00	
DEBENTURE BONDS.											
M. L. S. & W. Ry., 20 year conv. debent.	Feb. 1, 1887	Feb. 1, 1907	2,000,000.00	\$2,000,000.00	\$436,000.00	Feb. 1, Aug. 1	21,800.00	21,600.00	
C. & N-W. Ry., 25 year debentures of 1909	July 1, 1884	Nov. 1, 1909	6,000,000.00	6,000,000.00	6,000,000.00	5,792,550.83	5	May 1, Nov. 1	292,081.26	291,689.58	
C. & N-W. Ry., 30 year debentures	Feb. 28, 1891	Apr. 15, 1921	10,000,000.00	10,000,000.00	10,000,000.00	10,063,462.50	5	Apr. 15, Oct. 15	500,000.00	500,525.00	
C. & N-W. Ry., skg. fund debentures of 1933	May 1, 1883	May 1, 1933	10,000,000.00	10,000,000.00	9,800,000.00	9,150,000.00	5	May 1, Nov. 1	490,000.00	491,250.00	
Total mortgage bonds	\$28,000,000.00	\$26,236,000.00	\$1,303,881.26	\$1,305,061.58	
Total miscellaneous obligations	\$76,298,000.00	\$72,622,500.00	\$4,756,555.00	\$4,760,235.50	
Total income bonds	33,632,000.00	32,164,300.00	1,485,165.01	1,488,130.00	
Total debenture bonds	500,000.00	500,000.00	30,000.00	30,530.00	
Grand total	28,000,000.00	26,236,000.00	1,303,881.26	1,305,061.58	
Interest coupons paid during the year, from bonds that matured in previous years											
Less interest collected on bonds deposited with the trustee in place of bonds issued by C. & N-W. Ry. Co. (the interest on which latter is included in the above)											
Total										\$7,575,601.27	\$7,584,120.08
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RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$76,298,000.00	\$72,622,500.00	\$4,756,555.00	\$4,760,235.50
Miscellaneous obligations—page 19.....	33,632,000.00	32,164,000.00	955,765.01	958,730.00
Debtenture bonds.....	28,000,000.00	26,236,000.00	1,303,831.26	1,305,064.58
Income bonds—page 19.....	500,000.00	500,000.00	30,000.00	30,630.00
Interest coupons paid during the year from bonds that matured in previous years..				60.00
Total.....	\$138,430,000.00	\$131,522,500.00	\$7,046,201.27	\$7,054,720.08

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$2,837,042.77	Audited vouchers and accounts.....	\$1,061,550.01
Bills receivable.....	91,006.38	Wages and salaries.....	1,313,743.06
Due from agents and conductors.....	1,561,003.92	Net traffic balances due to other companies.....	195,014.40
Due from solvent companies and individuals.....	52,819.26	Dividends not called for.....	7,194.50
Due from United States government.....	277,113.25	Matured interest coupons unpaid (including coupons due July 1).....	335,718.02
		Rents due July 1 (Albany bridge).....	6,000.00
		Dividends declared payable July 6, 1896.....	1,367,788.75
		Miscellaneous.....	30,180.00
Total cash and current assets.....	\$4,868,985.58	Total current liabilities.....	\$4,317,188.74
		Balance cash assets.....	551,796.84
		Total.....	\$4,868,985.58

Materials and supplies on hand, \$2,295,182.94. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report (Including Proprietary Companies whose Operations are Embraced in this Report.)

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$66,383,820.53	\$66,318,820.53		4,970.76	\$13,342
Bonds—page 19 (grand total).....	131,522,500.00	131,522,500.00	\$65,000.00	4,970.76	26,459
Equipment trust obligations—page 21					
Total.....	\$197,906,320.53	\$197,841,320.53	\$65,000.00	4,970.76	\$39,801

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

NAME OF ROAD	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Chicago & North-Western R'y Co. and proprietary companies, whose operations are included in income account—page 31.....	\$66,318,820.53	\$131,522,500.00	\$197,841,320.53	4,970.76	\$39,801
St. Paul Eastern Grand Trunk R'y.....	1,100,000.00	1,120,000.00	2,220,000.00	60.02	36,988
Grand total.....	\$67,418,820.53	\$132,642,500.00	\$200,061,320.53	5,030.78	\$39,767

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COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$175,409.23			
Fences.....	5,001.18			
Grading, bridge and culvert masonry..	306,977.06			
Bridges and trestles.....	49,016.10			
Rails.....	23,928.31			
Ties.....	4,465.40			
Other superstructure.....	9,398.40			
Buildings, furniture and fixtures.....	148,798.93			
Shop machinery and tools.....	3,196.98			
Engineering expenses.....	42,015.81			
Discount on securities sold for con- struction.....	5,452.55			
Wharfing, etc.....	228.58			
Sidings and yard extensions.....	314,953.11			
Other items.....	345,734.95			
Total construction.....	\$1,436,576.59	\$149,503,771.97	\$150,940,348.56	
Less credit to cost of road as shown on page 28.....			11,153,129.73	
			\$139,787,218.83	\$28,121.90
EQUIPMENT—				
Passenger cars.....	\$27,907.51			
Baggage, express and postal cars.....	17,269.29			
Freight cars.....	308,053.93			
Total equipment.....	\$353,230.73	\$33,016,370.70	\$33,369,601.43	\$6,713.18
Grand total.....	\$1,789,807.32	\$182,520,142.67	\$173,156,820.26	\$34,835.08
Total cost, Minnesota (proportional)	\$149,237.03	\$15,218,824.39	\$14,438,095.49	\$34,835.08

Included in Operating Expenses.—On the old and more complete parts of the road petty expenditures for construction amounting to less than \$250 are charged to operating expenses. No record kept of these amounts.

(Page 28.)

EXPLANATORY REMARKS.

The amount credited "cost of road" on opposite page is made up of surplus or profit heretofore represented in the general balance sheet by the accounts named below, used for construction expenditures and charged "cost of road" and for redeeming bonds issued for construction purposes, and which, representing no avails or resources of the company, was written off to the credit of "cost of road," to-wit:

Railroad income account (page 31)	\$6,941,786.26
Surplus of land grants and town lot companies.....	579,076.38
Securities retired and canceled from income.....	1,298,000.00
Securities for capital stock issued.....	2,334,267.09
Total.....	\$11,153,129.73

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$83,997,621.24	
Less operating expenses—page 45.....	20,932,203.79	
Income from operation.....		\$13,065,417.45
Dividends on stocks owned—page 37.....	\$637,078.00	
Miscellaneous income (less expenses)—page 41.....	35,230.33	
Income from other sources.....		\$672,308.33
Total income.....		\$13,737,725.78
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23	\$7,046,201.27	
Rents paid for lease of road—page 47, A.....	14,761.96	
Taxes.....	,085,119.39	
Other deductions (sinking funds and St. P. E. G. T. R'y, interest guaranteed).....	263,058.04	
Total deductions from income.....		\$8,409,140.66
Net income.....		\$5,328,585.12
Dividends, 5 per cent, common stock—page 17	\$1,953,082.50	
Dividends, 7 per cent, preferred stock—page 17.....	1,563,975.00	
Total.....		\$3,517,057.50
Surplus from operations of year ending June 30, 1896.....		\$1,811,527.62
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		7,759,502.25
		\$9,571,029.87
Additions for year.....		2,231,294.00
Deductions for year.....		8,723,607.25
Surplus on June 30, 1896 (for entry on general balance sheet, page 51)....		\$8,078,716.62

(Page 30.)

EXPLANATORY REMARKS.

Additions for year.....	\$2,231,294.00
Amount of dividends received on certain stocks owned by company and not properly assignable to the income for the year covered by this report, as explained fully on page 36.	
Deductions for Year, viz.—	
Amount of sundry items heretofore carried in assets representing cost of stocks and bonds of various companies and advances to other companies account of construction, which not being available assets, were written off against surplus (profit and loss)	
Amount of surplus used in previous years for construction expenditures and charged to "cost of road," which, not being available, was written off to the credit of "cost of road".....	\$1,781,820.99
	6,941,786.26
Total.....	\$8,723,607.25

(Page 25.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$338,452.23		
Less repayments—			
Tickets redeemed.....		\$1,120.37	
Excess fares refunded.....		7,984.81	
Total deductions.....		\$9,105.18	
Total passenger revenue.....			\$329,347.05
Mail.....			47,338.09
Express.....			18,084.00
Extra baggage and storage.....			6,818.28
Other items (train and station privileges).....			430.08
Total passenger earnings.....			\$402,017.50
FREIGHT—			
Freight revenue.....	\$1,644,236.48		
Less repayments—			
Overcharge to shippers.....		\$20,957.10	
Other repayments.....		1,066.43	
Total deductions.....		\$22,023.53	
Total freight revenue.....			\$1,622,212.95
Other items (storage and demurrage).....	\$30.00	\$3.00	27.00
Total freight earnings.....			\$1,622,239.95
Total passenger and freight earnings.....			\$2,024,257.45
OTHER EARNINGS FROM OPERATION—			
Rents from tracks, yards and terminals—page 41.....			877.86
Rents not otherwise provided for.....			3,744.98
Other sources.....			193.88
Total other earnings.....			\$4,816.72
Total gross earnings from operation—Minnesota.....			\$2,029,074.17
Total gross earnings from operation—Entire line.....			\$33,997,621.24

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Stocks of Other Companies—				
Common stock C. St. P. M. & O. R'y Co.....	\$9,320,000.00	.....	.....	.....
Preferred stock C. St. P. M. & O. R'y Co....	5,360,000.00	7	\$376,600.00	.....
Preferred stock S. C. & Pac. R. R. Co.....	36,700.00	7	2,569.00	.....
Stock of Chicago Union Transfer R'y Co....	80,000.00	.....	.....	.....
Common stock C. I. & Dak. R'y Co.....	20,000.00	.....	.....	.....
Preferred stock C. I. & Dak. R'y Co.....	10,000.00	.....	.....	.....
Common stock S. C. & Pac. R. R. Co.....	1,895,100.00	.....	.....	.....
Stock of F. E. & Mo. Val. R. R. Co.....	30,370,000.00	.....	.....	.....
Stock of St. P. E. G. T. R'y Co.....	1,099,300.00	.....	.....	.....
Stocks of Chicago & North-Western R'y Co. and Proprietary Cos., whose accounts and operations are embraced in this report—				
Common stock and scrip C. & N-W. R'y Co.	2,333,608.05	.....	.....	.....
Pref'd stock and scrip C. & N-W. R'y Co.	3,794.56	.....	.....	.....
Stock of Dakota Central R'y Co.....	250,000.00	.....	.....	.....
Stock of Princeton & Western R'y Co.....	2,500.00	.....	.....	.....
Stock of Wisconsin Northern R'y Co.....	10,000.00	.....	.....	.....
Stock of Winona & St. Peter R. R. Co.....	2,300,000.00	.....	.....	.....
Stock of Western Town Lot Co.....	25,000.00	.....	850,000.00	.....
Stock of Pioneer Town Site Co.....	25,000.00	.....	120,000.00	.....
Stock of Consolidation Coal Co.....	15,000.00	.....	.....	.....
Total.....	\$53,176,002.61	.....	\$1,349,169.00	.....

B. Other Stocks.

Sioux City Bridge Co.....	\$472,900.00	7	\$53,103.00	.....
Missouri Valley & Blair R'y & Bridge Co....	1,930,000.00	1,486,100.00
Total.....	\$2,402,900.00	\$1,519,203.00
Grand total, A and B.....	\$55,578,902.61	\$2,868,372.00

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EXPLANATORY REMARKS.

This amount is carried to income account, page 31, in the following two items, viz.: Dividends on stocks owned, \$637,078; additions for year, \$2,231,294. The latter sum represents the dividends on the Western Town Lot Co.'s, Pioneer Town Site Co.'s, and a portion of dividend on the Missouri Valley & Blair R'y & Bridge Co.'s stock, paid by those companies out of their net receipts of previous years, these net receipts, as earned, were received by the Chicago & North-Western R'y Co. and held by it to the credit of the respective companies, being returned, from year to year, in balance sheet as reported by the company, to the credit respectively of "surplus from land grants and town lot companies," and "Missouri Valley & Blair R'y & Bridge Co." The amount, therefore, is not properly assignable to the income of the property for the year covered by this report.

(Page 39.)

BONDS OWNED.

Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Bonds of Other Companies—				
E. I. Mt. & W. R. R. Co., first mt'ge.....	\$1,350,000.00	.....	.....	.....
St. P. E. G. T. R'y Co., first mt'ge.....	152,000.00	.....	.....	.....
C. I. & Dak. R'y Co., first mt'ge.....	22,000.00	4	\$880.00	.....
Bonds of Chicago & North-Western R'y Co.—				
Maple River R. R., first mt'ge.....	\$25,000.00	.....	.....	.....
C. & N-W. R'y, consol. sk'g fund currency	30,000.00	.....	.....	.....
C. & N-W. R'y, 25 year debentures of 1909	110,000.00	.....	.....	.....
M. L. S. & W. R'y, Marshfield Ext., 1st mt'g.	200,000.00	.....	.....	.....
M. L. S. & W. R'y, ext. & imp. skg. fd 1st mt'g	287,000.00	.....	.....	.....
M. L. S. & W. R'y, general mortgage.....	8,000,000.00	.....	.....	.....
Total.....	\$10,176,000.00	.....	*\$880.00	.....

*This amount is not carried to income account, page 31—being part of the gross income of the Western Town Lot Co., shown on page 41.

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks.....	Onalaska to Marshland	G. B. W. & St. P. R'y Co....	\$6,913.38	.....
Tracks.....	Zumbrota, Minn.....	D. R. W. & S. R'y Co	830.52	.....
Sidings in.....	Council Bluffs, Iowa....	C. B. & Q. R. R.....	189.40	.....
Sidings in.....	Council Bluffs, Iowa....	C. R. I. & P. R. R.....	189.40	.....
Sidings in.....	Cedar Rapids, Iowa.....	C. M. & St. P. R'y Co.....	69.48	.....
Sidings in.....	Milwaukee, Wis.....	C. M. & St. P. R'y Co.....	450.00	.....
Sidings in.....	Winona, Minn.....	C. M. & St. P. R'y Co.....	47.34	.....
Sidings at.....	DeKalb, Ill.....	C. G. W. R'y Co.....	143.00	.....
Sidings at.....	Ashland Mine, Mich.....	Wis. Central Lines.....	145.80	.....
Sidings near.....	What Cheer, Iowa.....	B. C. R. & N. R'y Co.....	320.87	.....
Total.....	.....	.....	.....	\$9,299.19
Bridges across Mississipp	ppi river at Clinton, Ia.	C. B. & Q. R. R.....	\$20,000.00	.....
Total.....	.....	.....	.....	20,000.00
Grand total.....	.....	.....	.....	\$29,299.19

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Interest on notes, call loans, discount on accounts payable, etc.....	\$36,906.57	\$1,676.24	\$35,230.33
Total carried to income account—page 31.....	.....	.....	\$35,230.33
Receipts and Expenditures of Properties Named on Page 11 and of Miscellaneous Lands—			
Minnesota land grant	340,531.01	46,201.64	\$294,329.37
Michigan land grant.....	151,539.20	34,341.51	117,197.69
Wisconsin land grant.....	17,265.83	11,606.60	5,659.23
Western Town Lot Co.....	21,991.28	13,273.99	8,717.29
Pioneer Town Site Co.....	21,897.49	18,587.71	3,309.78
Miscellaneous (Ashland division) lands.....	4,747.91	6,810.42	*2,062.51
Consolidation Coal Co.....	328,551.69	327,093.08	1,548.61
Total carried to balance sheet—page 51.....	\$886,524.41	\$457,824.95	\$428,699.46

* Deduct.

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$2,175,032.88
Renewals of rails.....	335,169.91
Renewals of ties.....	464,809.64
Repairs and renewals of bridges and culverts.....	473,582.71
Repairs and renewals of fences, road crossings, signs and cattle guards.....	162,612.93
Repairs and renewals of buildings and fixtures.....	452,932.78
Repairs and renewals of docks and wharves.....	202,450.23
Repairs and renewals of telegraph	32,401.12
Stationery and printing.....	15,606.05
Total.....	\$4,314,598.25

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$241,519.15
Repairs and renewals of locomotives.....	1,399,963.25
Repairs and renewals of passenger cars	339,699.95
Repairs and renewals of freight cars	1,928,503.55
Repairs and renewals of work cars.....	29,778.26
Repairs and renewals of marine equipment.....	2,351.19
Repairs and renewals of shop machinery and tools.....	100,592.86
Stationery and printing.....	22,512.14
Other expenses.....	132,840.11
Total.....	\$4,197,760.46

CONDUCTING TRANSPORTATION.

Superintendence.....	\$151,531.81
Engine and roundhouse men.....	2,559,436.40
Fuel for locomotives.....	2,091,976.76
Water supply for locomotives.....	139,846.81
Oil, tallow and waste for locomotives.....	80,494.85
Other supplies for locomotives.....	32,355.58
Train service.....	1,901,571.55
Train supplies and expenses.....	277,767.30
Switchmen, flagmen and watchmen.....	891,132.47
Telegraph expenses.....	402,129.73
Station service.....	1,579,724.04
Station supplies	133,948.57
Switching charges—balance.....	178,402.86
Car mileage—balance.....	344,504.79
Hire of equipment.....	12,108.32
Loss and damage.....	133,765.78
Injuries to persons.....	251,928.49
Clearing wrecks.....	14,131.16
Operating marine equipment.....	3,355.51
Advertising.....	58,827.65
Outside agencies.....	296,424.02
Commissions.....	62,209.54
Stock yards and elevators	190.14
Rents for tracks, yards and terminals—page 47, B.....	38,456.43
Rents of buildings and other property.....	19,584.57
Stationery and printing.....	114,636.60
Total.....	\$11,770,441.78

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.		Amount.
Salaries of general officers.....		\$140,250.01
Salaries of clerks and attendants.....		290,598.58
General office expenses and supplies.....		80,049.22
Insurance.....		676.88
Law expenses.....		123,095.21
Stationery and printing (general offices).....		12,749.34
Other expenses.....		1,984.06
Total.....		\$649,403.80

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$4,314,598.25
Maintenance of equipment.....	4,197,760.46
Conducting transportation.....	11,770,441.78
General expenses.....	649,403.80
Grand total.....	\$20,932,203.79
Percentage of expenses to earnings—Entire line.....	61,57.100

OPERATING EXPENSES—STATE OF MINNESOTA.
(Proportional.)

Maintenance of way and structures.....	\$355,466.06
Maintenance of equipment.....	345,840.15
Conducting transportation.....	969,729.36
General expenses.....	53,502.28
Total.....	\$1,724,537.85
Percentage of proportional expenses to earnings—Minnesota.....	84,99.100

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
St. Paul Eastern Grand Trunk Ry.....			\$14,761.96	\$14,761.96
Total rents, A.....			\$14,761.96	\$14,761.96

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
TRACKS—				
Paid F. E. & M. V.	R. R. account track.....	Blair to Omaha.....	\$7,305.44	
Sidings at.....	Lindivern, Wis.....	C. M. & St. P. Ry. Co.....	1,000.00	
Sidings & spurs at	Oshkosh, Wis.....	Oshkosh Transp. Co.....	7,537.00	
Sidings at.....	McMillan, Wis.....	Wisconsin Central Line.....	295.74	
Sidings at.....	Ashland Mine, Mich.....	Wisconsin Central Line.....	38.50	
Connecting track	near Givin, Iowa.....	C. R. I. & P. R. R. Co.....	1,865.46	
Total.....				\$18,042.14
BRIDGES—				
Bridge over Mississippi river at	Clinton, Iowa.....	Albany, R. R. Bridge Co.....	\$12,000.00	
Total.....				\$12,000.00
TERMINALS—				
U. P. Transfer station at.....	Council Bluffs, Iowa.....	Union Pacific Ry. Co.....	4,400.00	
Union depot.....	Omaha.....	Omaha Union Depot Co.....	4,014.34	
Total.....				\$8,414.34
Grand total rents, B.....				\$38,456.48

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		ASSETS.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$149,503,771.97	Cost of road—page 29	.....	\$139,787,218.83	.....	.....	\$9,716,553.14
33,016,370.70	Cost of equipment—page 29	.....	33,369,601.43	.....	.....	.....
14,684,146.61	Stocks owned—page 37	.....	14,407,686.61	.....	\$353,230.73	276,460.00
9,989,288.38	Bonds owned—page 39	.....	8,661,033.75	.....	.....	1,328,194.63
466,925.00	Other permanent investments	.....	41,760.00	.....	.....	425,165.00
684,834.05	Cost of property Consolidation Coal Co.	.....	65,000.00	.....	.....	619,834.05
13,235,000.00	Western Town Lot Co. and Pioneer Town Site Co.	.....	.....	.....	.....	.....
4,327,600.17	Bonds of F. E. & M. V. R. R. and Wyoming Central R'y deposited with trustees as security for like amount of bonds issued by Chicago & North-Western R'y Co.	.....	13,235,000.00	.....	.....	.....
1,672,131.37	Cash and current assets—page 23	.....	4,868,985.58	.....	541,385.41	.....
7,213,926.20	OTHER ASSETS	.....	2,295,182.94	.....	623,051.57	.....
536,411.09	Materials and supplies	.....	7,603,291.20	.....	389,365.00	.....
.....	Sinking fund, trustees of	441,855.12	81,555.97
.....	Sundries
.....	Grand total	\$224,779,675.46	\$10,540,730.08
.....	\$235,320,405.54						

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. No new extensions of road put in operation during the year.
 2. No decrease in mileage by abandonment or change of line.
 3. No important physical changes in Minnesota.
 4. No leases taken or surrendered.
 5. No consolidations or reorganizations effected in Minnesota.
 6. The decrease of \$145,000 in capital stock is made up as follows:
By cancellation of \$185,000 of stock of Consolidation Coal Co.
New Stock Issued, viz.—
- | | |
|--|--------------------|
| C. & N-W. R'y Co. common stock to retire Peninsula bonds..... | \$15,000.00 |
| C. & N-W. R'y Co. preferred stock to retire Peninsula bonds..... | 15,000.00 |
| Wisconsin Northern R'y stock issued..... | 10,000.00 |
| Total issued..... | <hr/> \$40,000.00 |
| Net decrease..... | <hr/> \$145,000.00 |
7. Fifty thousand dollars of bonds have been issued and \$187,000 of bonds retired during the year. Net decrease, \$137,000.
 8. The sinking fund accounts have been increased :
- | | |
|----------------------------------|--------------------|
| By payments of installments..... | \$264,090.00 |
| By accretions of interest..... | 125,275.00 |
| Total..... | <hr/> \$389,365.00 |

For other important financial changes, see "explanatory remarks," on pages 28 and 30 of this report.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE
OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. By an agreement with American Express Co. of date April 16, 1894, to be in force until the 1st day of April, 1899, the C. & N-W. R'y Co. agrees to transport the freight of the express company over all lines operated by the railway company, aggregating 5,066 miles, for an annual payment of \$550,659.96 (with provision for an extra payment for facilities on special train) for an estimated limited tonnage, and an agreed schedule of rates for exceptional excess of tonnage.

2. The company transports mails over any route on its lines when ordered by the United States postoffice department. The company receives such compensation for its services as is from time to time fixed.

3. Sleeping cars are owned by the Wagner Palace Car Co. and are run on this company's lines. The car company maintains the cars and fixes and collects the charges from passengers for accommodations in same. For the use of the cars the C. & N-W. R'y Co. pays a mileage. It also keeps the outside of the cars cleaned, keeps the journals packed and lubricated, and furnishes links, pins, fuel, lights, etc.

Parlor or dining cars are not run on this company's lines in Minnesota.

4. The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

5. With C. St. P. M. & O. R'y Co. providing for joint running arrangements between Chicago and St. Paul and division of earnings upon a pro rata per mile.

With D. R. W. & S. R'y Co., by which that company acquires the joint use with the C. & N-W. R'y Co. of certain tracks and buildings in the village of Zumbrota, Minn.

6. This company has no contracts with steamboat or steamship companies.

7. By contract with the Western Union Telegraph Co. all lines of road operated by this company are afforded telegraph facilities. This company having certain wires or rights to their use for the business of the railway company. Commercial business being done by the telegraph company.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage Per Mile of Line.	What Securities Mortgaged.
	From.	To.			
Maple River R. R., first mortgage.....	Maple River Junction.....	Mapleton, Iowa.....	60.15	\$8,691.60	.....
Chicago & Milwaukee R'y, first mortgage.....	Chicago.....	Milwaukee.....	85.00	20,000.00	.....
Peninsula R. R., first mortgage.....	Escanaba, Mich.....	Negaunee, Mich.....	108.55	19,881.95	.....
Iowa Midland R'y, first mortgage.....	Lyons, Iowa.....	Anamosa, Iowa.....	70.97	19,047.48	.....
Escanaba & Lake Superior R'y, first mortgage.....	Narenita, Mich.....	Metropolitan.....	43.30	16,628.17	.....
Chicago & North-Western R'y, Iowa Div., first mortgage.....	Wall Lake, Iowa.....	Kingsley, Iowa.....	70.87	19,909.69	.....
Chicago, Inc. branches to mines.....	Chicago, Inc. branches to mines.....	Kemping, Mich.....	.....	.....	.....
Chicago.....	Chicago.....	Missouri river, opp. Omaha	.....	.....	.....
Chicago.....	Chicago.....	Freeport, Ill.....	.....	.....	.....
Chicago.....	Chicago.....	Fond du Lac, Wis.....	.....	.....	.....
Belvidere, Ill.....	Belvidere, Ill.....	Winona, Minn.....	.....	.....	.....
Elgin, Ill.....	Elgin, Ill.....	Geneva Lake, Wis.....	.....	.....	.....
Kenosha, Wis.....	Kenosha, Wis.....	Rockford, Ill.....	1,669.92	7,381.19	.....
Clinton, Iowa.....	Clinton, Iowa.....	Anamosa, Iowa.....	.....	.....	.....
Stanwood, Iowa.....	Stanwood, Iowa.....	Tipton, Iowa.....	.....	.....	.....
Geneva, Ill.....	Geneva, Ill.....	Batavia, Ill.....	.....	.....	.....
Chicago South Branch track.....	Chicago South Branch track.....	St. Charles, Ill.....	.....	.....	.....
Montrose cut-off track.....	Montrose cut-off track.....	Madison, Wis.....	82.00	19,542.60	.....
Milwaukee & Madison R'y, first mortgage.....	Milwaukee, Wis.....	Woodman, Wis.....	.....	.....	.....
Galena, Ill.....	Galena, Ill.....	Madison, Wis.....	151.76	15,010.54	.....
Chicago & Tomah R. R., first mortgage.....	Montfort, Wis.....	Madison, Wis.....	.....	.....	.....
Chicago, Milwaukee & North-Western R'y, first mortgage.....	Ipswich, Wis.....	Waterville, Wis.....	.....	.....	.....
Menominee River R. R., first mortgage.....	Lancaster Junction.....	Lancaster, Wis.....	24.71	16,187.77	.....
Menominee River R. R., extension, first mortgage.....	Powers, Mich.....	Quincy, Mich.....	6.37	25,117.74	.....
Des Moines & Minnesota R. R., first mortgage.....	Quinnec, Mich.....	Wisconsin state line.....	57.34	10,463.90	.....
Dakota Central R'y (W. & St. P. Con.), first mortgage.....	Des Moines, Iowa.....	Jewell Junction, Iowa.....	71.00	15,000.00	.....
W. & St. P. R., second (new first) mortgage.....	Watertown, S. D.....	Bedfield, S. D.....	139.00	11,433.23	.....
Dakota Central R'y (So. E. Div.), first mortgage.....	Winona, Minn.....	St. Peter, Minn.....	125.49	15,937.46	.....
Rochester & Northern Minnesota R'y, first mortgage.....	Iroquois, S. D.....	Hawarden, Iowa.....	24.48	8,169.93	.....
Plainview R. R., first mortgage.....	Rochester, Minn.....	Zumbrota, Minn.....	15.01	6,682.22	.....
Minnesota Valley R'y, first mortgage.....	Eyota, Minn.....	Plainview, Minn.....	24.40	6,147.54	.....
Ottumwa, Cedar Falls & St. Paul R'y, first mortgage.....	Sleep Eye, Minn.....	Redwood Falls, Minn.....	64.00	25,000.00	.....
C. R. & M. R. R., mortgage of 1884.....	Belle Plaine, Iowa.....	Muchakinock, Iowa.....	122.00	6,393.28	.....
Northern Illinois R'y, first mortgage.....	Cedar Rapids, Iowa.....	Des Moines river.....	79.78	19,936.10	.....
Madison Extension, first mortgage sinking fund.....	Belvidere, Ill.....	Spring Valley, Ill.....	129.10	24,399.69	.....
Menominee Extension, first mortgage sinking fund.....	Madison, Wis.....	Winona Junction, Wis.....	114.10	23,637.16
	Fort Howard, Wis.....	Escanaba, Mich.....

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SECURITY FOR FUNDED DEBT—Continued.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage Per Mile of Line.	What Securities Mortgaged.
	From.	To.			
Chicago & North-Western R'y, consolidated sinking fund currency	Chicago, Ill.	Fort Howard, Wis.			
	Escanaba, Mich.	Negaunee, Mich. and iron mines			
	Chicago, Ill.	Clinton, Iowa	788.22	\$16,244.20	
	Chicago, Ill.	Fresport, Ill.			
C. R. & M. R. R. R. (third division), first mortgage	Belvidere, Ill.	Madison, Wis.			
	Elgin, Ill.	Richmond, Ill.			
	Rockford, Ill.	Kenosha, Wis.			
	Des Moines river.	Missouri river, opp. Omaha	149.60	15,888.23	
W. & St. P. R. R. Extension, gold	St. Peter, Minn.	Watertown, S. D.	183.98	23,051.42	
	Milwaukee, Wis.	Fond du Lac, Wis.	62.63	55,883.76	
	Lake Shore Junction, Wis.	Michigan stateline			
	Monico Junction, Wis.	North toward Hurley			
M. L. S. & W. R'y, consolidated first mortgage.	Hortonville, Wis.	Oshkosh, Wis.	412.86	12,110.64	
	Eland Junction, Wis.	Wausau, Wis.			
	Two Rivers Junction, Wis.	Two Rivers, Wis.			
	Antigo, Wis.	Malcom, Wis.	40.00	10,000.00	
M. L. S. & W. R'y, Marshfield Extension, first mortgage.	Wausau, Wis.	Marshfield, Wis.	81.89	15,612.94	
	State line.	Montreal river.			
	Watersmeet branch.	Watersmeet branch.			
	Branches to mines.	Branches to mines.			
M. L. S. & W. R'y, Michigan division, first mortgage.	Montreal river.	Ashland, includ'g dock, etc	39.62	25,239.77	
	L. S. Junction, Wis.	Michigan state line			
	State line	Montreal river			
	Montreal river.	Ashland, Wis.			
M. L. S. & W. R'y, extension and improvements, sinking fund mortgage	Monico Junction, Wis.	Hurley			
	Manitowoc, Wis.	Two Rivers, Wis.			
	Hortonville, Wis.	Oshkosh, Wis.			
	Eland Junction, Wis.	Wausau, Wis.	693.04	6,042.94	
M. L. S. & W. R'y, extension and improvements, sinking fund mortgage	Wolf River branch.				
	Wolf and Wisconsin river brn's				
	Ontonagon river branches.				
	Hurley and Pence branches.				
M. L. S. & W. R'y, extension and improvements, sinking fund mortgage	Branches to mines				
	Spurs to mills				

(Page 59.) EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Com- pensation.
General officers.....	1	313	\$3,000.00	\$9.58
General office clerks.....	3	939	3,840.00	4.09
Station agents.....	57	17,528	40,304.88	2.30
Other station men.....	93	29,735	51,507.92	1.73
Enginemen	65	21,910	79,628.80	3.63
Firemen	76	25,040	56,421.32	2.25
Conductors	39	14,398	48,013.38	3.33
Other trainmen.....	90	31,926	64,037.99	2.00
Machinists	80	24,727	46,169.40	1.87
Carpenters.....	95	20,032	45,669.31	2.28
Other shopmen.....	221	68,860	107,495.98	1.56
Section foremen.....	69	21,597	38,100.00	1.76
Other trackmen.....	431	77,311	100,022.86	1.29
Switchmen, flagmen and watchmen.....	46	15,024	32,052.12	2.13
Telegraph operators and dispatchers.....	44	14,085	29,551.72	2.10
All other employes and laborers.....	30	5,947	16,842.53	2.83
Total (including general officers)—Minne- sota	1,440	389,372	\$762,658.21	\$1.96
Less general officers.....	1	313	3,000.00	9.58
Total (excluding general officers)—Minne- sota.....	1,439	389,059	\$759,658.21	1.95
DISTRIBUTION OF ABOVE—				
General administration.....	3	939	\$5,040.00	\$5.37
Maintenance of way and structures.....	614	121,444	192,834.64	1.59
Maintenance of equipment	226	70,425	124,236.21	1.76
Conducting transportation.....	597	196,564	440,547.36	2.24
Total (including general officers)—Minne- sota	1,440	389,372	\$762,658.21	\$1.96
Less general officers.....	1	313	3,000.00	9.58
Total (excluding general officers)—Minne- sota.....	1,439	389,059	\$759,658.21	\$1.95
Total (including general officers)—Entire line.....	24,206	6,610,560	\$13,141,818.45	\$1.99

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	401,240	...
Number of passengers carried one mile.....	12,704,095	...
Number of passengers carried one mile per mile of road.....	30,651	...
Average distance carried, miles.....	31.662	...
Total passenger revenue—page 35.....		\$329,847.05
Average amount received from each passenger.....		.82,082
Average receipts per passenger per mile.....		.02,592
Total passenger earnings—page 35.....		402,017.50
Passenger earnings per mile of road.....		969.96
Passenger earnings per train mile.....		.83,480
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	1,103,262	...
Number of tons carried one mile.....	150,938,301	...
Number of tons carried one mile per mile of road.....	364,172	...
Average distance haul of one ton, miles.....	137	...
Total freight revenue—page 35.....		1,622,212.95
Average amount received for each ton of freight.....		1.47,037
Average receipts per ton per mile.....		.01,075
Total freight earnings—page 35.....		1,622,239.95
Freight earnings per mile of road.....		3,914.01
Freight earnings per train mile.....		1.21,059
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		1,951,560.00
Passenger and freight revenue per mile of road.....		4,708.57
Passenger and freight earnings—page 35.....		2,024,257.45
Passenger and freight earnings per mile of road.....		4,883.97
Gross earnings from operation—page 35.....		2,029,074.17
Gross earnings from operation per mile of road.....		4,895.59
Gross earnings from operation per train mile.....		1.11,389
Operating expenses—page 45 (proportional on basis of miles of road)		1,724,537.85
Operating expenses per mile of road.....		4,160.83
Operating expenses per train mile.....		.94,671
Income from operation—page 31.....		304,536.32
Income from operation per mile of road.....		734.76
TRAIN MILEAGE—		
Miles run by passenger trains.....	447,057	...
Miles run by freight trains.....	1,236,485	...
Miles run by mixed trains.....	138,064	...
Total mileage trains earning revenue.....	1,821,606	...
Miles run by switching trains.....	370,635	...
Miles run by construction and other trains.....	45,336	...
Grand total train mileage.....	2,237,577	...
Mileage of loaded freight cars—north or east.....	6,768,304	...
Mileage of loaded freight cars—south or west.....	6,198,756	...
Mileage of empty freight cars—north or east.....	2,861,870	...
Mileage of empty freight cars—south or west.....	2,412,453	...
Average number of freight cars in train.....	13.29	...
Average number of loaded cars in train.....	9.43	...
Average number of empty cars in train.....	3.86	...
Average number of tons of freight in train.....	109.81	...
Average number of tons of freight in each loaded car.....	11.64	...

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'ngers No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	15, 278, 653			
Number of passengers carried one mile.....	363, 592, 020			
Number of passengers carried one mile per mile of road.....	72, 273			
Average distance carried, miles.....	23.797			
Total passenger revenue—page 35.....		\$7, 505,	829.	24
Average amount received from each passenger.....			.49.	126
Average receipts per passenger per mile.....			02.	064
Total passenger earnings—page 35.....		9, 096,	617.	89
Passenger earnings per mile of road.....		1, 808.	19	
Passenger earnings per train mile.....			.93.	318
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	17, 274, 779			
Number of tons carried one mile.....	2, 425, 597, 817			
Number of tons carried one mile per mile of road.....	482, 151			
Average distance haul of one ton, miles.....	140			
Total freight revenue—page 35.....		24, 748,	688.	82
Average amount received for each ton of freight.....			1.43.	265
Average receipts per ton per mile.....			01.	020
Total freight earnings—page 35.....		24, 773,	452.	06
Freight earnings per mile of road.....		4, 924.	38	
Freight earnings per train mile.....			1.45.	241
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		32, 254,	518.	06
Passenger and freight revenue per mile of road.....			6.41.	43
Passenger and freight earnings—page 35.....		33, 870,	069.	95
Passenger and freight earnings per mile of road.....			6.73.	57
Gross earnings from operation—page 35.....		33, 997,	621.	24
Gross earnings from operation per mile of road.....			6.75.	92
Gross earnings from operation per train mile.....			1.26.	834
Operating expenses—page 45.....		20, 932,	203.	79
Operating expenses per mile of road.....			4.16.	83
Operating expenses per train mile.....			.78.	091
Income from operation—page 31.....		13, 065,	417.	45
Income from operation per mile of road.....			2.59.	710
TRAIN MILEAGE—				
Miles run by passenger trains.....	9, 523, 858			
Miles run by freight trains.....	16, 384, 370			
Miles run by mixed trains.....	896, 567			
Total mileage trains earning revenue.....	26, 804, 795			
Miles run by switching trains.....	7, 088, 431			
Miles run by construction and other trains.....	905, 455			
Grand total train mileage.....	34, 798, 681			
Mileage of loaded freight cars—north or east.....	107, 551, 257			
Mileage of loaded freight cars—south or west.....	122, 995, 289			
Mileage of empty freight cars—north or east.....	57, 664, 131			
Mileage of empty freight cars—south or west.....	43, 129, 026			
Average number of freight cars in train.....	19.17			
Average number of loaded cars in train.....	13.34			
Average number of empty cars in train.....	5.83			
Average number of tons of freight in train.....	140.36			
Average number of tons of freight in each loaded car.....	10.52			

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Received from Connecting Roads and Other Carriers, Tons.	Total Freight Tonnage.	
			Whole Tons.	Per Cent.
Grain.....	249,219	31,682	280,901	43.14
Flour.....	41,181	259	41,440	6.36
Other mill products.....	7,647	186	7,833	1.20
Hay.....	2,442	72	2,514	.39
Tobacco.....	5	8	13	.....
Fruit and vegetables.....	43,101	4,734	47,835	7.35
Live stock.....	35,076	199	35,275	5.42
Dressed meats.....	.....	3	3	.....
Other packing-house products.....	2,660	171	2,831	.44
Poultry, game and fish.....	116	35	151	.02
Wool.....	160	18	178	.03
Hides and leather.....	745	11	756	.12
Anthracite coal.....	51	7,317	7,368	1.13
Bituminous coal.....	6,692	37,528	44,220	6.79
Coke.....	21	61	82	.01
Stone, sand and other like articles.....	10,823	641	11,464	1.76
Lumber.....	63,883	30,459	94,342	14.49
Petroleum and other oils.....	251	527	778	.12
Sugar.....	38	490	528	.08
Naval stores.....	88	.....	88	.01
Iron, pig and bloom.....	938	124	1,062	.16
Other castings and machinery.....	647	1,003	1,650	.25
Bar and sheet metal.....	82	398	480	.07
Cement, brick and lime.....	8,706	4,337	13,043	2.00
Agricultural implements.....	998	1,811	2,809	.43
Wagons, carriages, tools, etc.....	1,242	1,270	2,512	.39
Wines, liquors and beers.....	3,013	604	3,617	.56
Household goods and furniture.....	2,184	915	3,099	.48
Merchandise.....	20,005	11,952	31,957	4.91
Miscellaneous—Other commodities not mentioned above.....	6,219	6,077	12,296	1.89
Total tonnage—Minnesota.....	508,233	142,892	651,125	100.00
Total tonnage—entire line.....	14,910,795	2,363,984	17,274,779

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Y. r.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.		
			No.	Name.	No.	Name.	
Locomotives Owned and Leased—							
Passenger		217	217	Westinghouse.....			
Freight		597	593	Westinghouse.....			
Switching		196	191	Westinghouse.....			
Total locomotives in service.....		1,010	1,001	Westinghouse.....			
Total locomotives owned		1,010	1,001	Westinghouse.....			
Cars Owned and Leased, in Passenger Service—							
First class cars.....		505	505	Westinghouse.....	505	Miller.	
Second class cars.....		44	44	Westinghouse.....	44	Miller.	
Combination cars.....	4	82	82	Westinghouse.....	82	Miller.	
Dining cars.....		9	9	Westinghouse.....	9	Miller.	
Parlor cars.....		22	22	Westinghouse.....	22	Miller.	
Baggage, express and postal cars.....	5	185	185	Westinghouse.....	{ 172	Miller.	
Other cars in passenger service.....	39				{ 13	Chicago.	
Total	30	847	847		847		
In Freight Service—							
Box cars	400	13,621	10,266	Westinghouse.....	{ 287	Janney.	
Flat cars		3,645	1,332	Westinghouse.....	{ 10,978	Chicago.	
Stock cars		2,881	1,896	Westinghouse.....	1,263	Chicago.	
Coal cars		3,250	1,335	Westinghouse.....	1,949	Chicago.	
Refrigerator cars.....	150	648	635	Westinghouse.....	1,615	Chicago.	
Other cars in freight service.....	761	4,392	4,392	Westinghouse.....	{ 639	Chicago.	
					{ 2,525	Chicago.	
					{ 896	Janney.	
					{ 21	Miller.	
Total	211	34,437	19,816		20,173		
In Company's Service—							
Officers' and pay cars.....	2	6	6	Westinghouse.....	6	Miller.	
Gravel cars	84						
Derrick cars		36	6	Westinghouse.....			
Caboose cars		546	150	Westinghouse.....	9	Chicago.	
Other road cars		36					
Rotary steam snow plows.....		3					
Total.....	86	627	162		15		
Total cars in service	327	35,911	20,825		21,035		
Total cars owned.....	*327	35,911	20,855		21,035		

* Decrease.

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EXPLANATORY REMARKS.

Locomotives.—Eight locomotives last year in passenger service are this year assigned, three to freight and five to switching service.

Other Cars in Passenger Service.—Thirty-nine milk cars heretofore included in this item are this year transferred and included in "other cars in freight service."

Other Cars in Freight Service.—During the year 401 large standard ore cars were substituted for 1,203 small ore cars. The carrying capacity of the new cars equaling that of the old, but reducing actual number of cars 802. Thirty-nine milk cars heretofore shown under "passenger service" were this year transferred to this item and two new milk cars were added making 41. Net decrease, 761.

Officers' and Pay Cars.—Two pay cars were rebuilt as combination cars.

Gravel Cars.—Eighty-four cars of this class were broken up and dropped from the equipment.

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. R'y Co.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1,927.39	1,854.90	1,188.47	60.02	.....	.....	5,080.78	.....	298.11	4,732.67
Miles of second track.....	315.21	29.95	.....	.....	51.12	.....	396.28	2.50	.....	396.28
Miles of yard track and sidings.....	1,443.39*	.....	164.02	8.73	.....	6.35	1,623.03	60.57	360.46	1,256.48
Total mileage operated (all tracks).....	3,686.59	1,884.85	1,352.49	63.75	51.12	6.35	7,050.15	63.07	658.57	6,385.23

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—	LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. R'y Co.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Illinois.....	400.21	193.75	.....	.....	.....	.....	593.97	.....	.....	593.97
Wisconsin.....	953.85	549.69	.....	.....	.....	.....	1,579.62	.....	38.69	1,540.93
Michigan.....	220.08	301.11	16.06	60.02	.....	.....	821.19	.....	46.40	474.79
Iowa.....	353.12	810.00	.....	.....	.....	.....	1,163.12	.....	72.32	1,090.80
Minnesota.....	.....	.....	14.40	.....	.....	.....	414.47	.....	18.71	395.76
South Dakota.....	.....	.....	744.13	.....	.....	.....	741.13	.....	121.99	622.14
North Dakota.....	.....	.....	14.28	.....	.....	.....	14.28	.....	.....	14.28
Total mileage operated (single track).....	1,927.39	1,854.90	1,188.47	60.02	.....	.....	5,080.78	.....	298.11	4,732.67

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. R'y Co.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Illinois.....	400.21	193.76	593.97	.....	.....	593.97
Wisconsin.....	953.85	549.69	1,503.54	.....	37.44	1,466.10
Michigan.....	220.08	301.11	621.19	.....	46.40	474.79
Iowa.....	353.12	810.00	1,163.12	.....	72.32	1,090.80
Minnesota.....	.....	.....	47	.....	.....	47
Total mileage owned (single track).....	1,927.39	1,854.90	3,782.29	156.16	3,626.13

*Includes sidings on "branches and spurs" represented by capital stock.

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. R'Y CO.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Con- tract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track .....	.13	.34	414.00	.....	.....	.....	414.47	.....	18.71	395.76
Miles of yard track and sidings .....	.....	.....	93.18	.....	.....	.....	93.18	2.29	55.22	37.96
Total mileage operated (all tracks) .....	.13	.34	507.18	.....	.....	.....	507.65	2.29	73.93	433.72

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OF MINNESOTA—										
Minnesota .....	.13	.34	414.00	.....	.....	.....	414.47	.....	18.71	395.76
Total mileage operated (single track) .....	.13	.34	414.00	.....	.....	.....	414.47	.....	18.71	395.76

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK OF C. & N-W. R'Y CO.		Total Mileage Owned.	New Line, Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota13	.34	.4747
Total mileage owned (single track)13	.34	.4747

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard, Pounds.	Avg Price Per Ton at Distribut- ing Point.	Kind.	Number.	Av. Price at Distribut- ing Point.
Steel.....	512.0739	72	\$23.30	Oak	53,315	\$0.45
Total....	512.0739	72	\$23.30	Cedar, Hemlock, Ash & Elm	51,460	.23
				Total	104,775	\$0.34

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger	13,496.00	128.00	13,560.00	440,950	61.50
Freight.....	51,334.00	366.00	51,517.00	1,266,638	81.34
Switching.....	8,848.00	104.00	8,900.00	356,001	50.00
Construction.....	1,278.00	14.00	1,285.00	48,863	52.59
Total	74,956.00	612.00	75,262.00	2,112,457	71.26
Average cost at distributing point.....	\$1.613	\$2.323			

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		4	1			1	1	5
Falling from trains and engines...		1		2				3
Other causes.....	1	2		1	2	1	3	4
Total.....	1	7	1	3	2	2	4	12

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....			5			1	5	1
Total.....			5			1	5	1

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EXPLANATORY REMARKS.

OTHER CAUSES.

Employees, Killed.—Knocked off bridge by sledge, struck by train, 1; caught between cars, 1; working under engine which was moved by switched cars, 1. Total, 3.

Injured.—Ties rolled onto foot, 1; slipped on ice and under car, 1; slipped and fell on car, 1; falling through bridge, 1. Total, 4.

Trespassers, killed.—Walking on track, struck by train, 5.

Non-trespassers injured.—Sleigh struck by moving engine, 1.

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.					
From.	To.	Length	Num. ber of Curves.	Aggregate Length of Curved Lines, Miles.	Length of Straight Track, Miles.	Length of Level Track, Miles.	Ascending Grades.		Descending Grades.		Aggregate Length of Descending Grades, Miles.
							Num- ber.	Sum of Ascents, Feet.	Num- ber.	Sum of Descents, Feet.	
Winona.....	Watertown.....	288.63	144	39.34	249.29	83.03	215	3591	190	2779.5	91.60
Plainview Junction.....	Plainview.....	15.01	20	3.59	11.42	3.01	6	166	8	273.0	7.90
Chatfield Junction.....	Chatfield.....	11.46	22	2.79	8.67	7.76	6	52	6	350.0	8.60
Rochester.....	Zumbrota.....	24.48	26	6.18	18.30	3.18	13	418	12	439.0	10.10
Mankato Junction.....	Mankato.....	3.75	4	1.53	2.22	1.12	19	142	2	126.0	2.63
Sleepy Eye.....	Redwood Falls.....	24.40	3	.97	23.43	8.40	32	719	15	124.0	7.60
Tracy.....	Minnesota state line.....	46.40	46	9.19	37.21	8.60	34	.....	27	337.0	13.10
Tama.....	Elmore.....	.3434	.34
Totals.....	414.47	265	63.59	350.88	108.44	291	5088	260	4448.5	140.93

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, ft.	Minimum Length, ft.	Maximum Length, ft.	ITEM.	Number.	Height of Low't above Surface of Rail Ft. In.
BRIDGES—					Overhead Highway Crossings—		
Stone.....	18	279	4	64	Bridges.....	4	18 2
Iron.....	20	6,465	27	2,488	Total.....	4	.....
Wooden.....	10	1,087	48	280	Overhead Railway Crossings—		
Combination.....	6	594	65	206	Bridges.....	3	17 9
Total.....	54	8,425	.....	.....	Total.....	3	.....
Trestles.....	805	40,686	8	1524			

Gauge of track, 4 feet, 8½ inches. 414.47 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of wire.....	{ 105.00
	{ *457.80
Miles of wire operated by this company for company's business only.....	{ 105.00
	{ 319.90
	{ †137.90

*Owned jointly by Western Union Telegraph Co. and C. & N-W. Ry. Co. (See below.)

†Operated also by Western Union Telegraph Co.

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
414.13	618.20	Western Union Telegraph Co.....	{ 377.10 Western Union Telegraph Co.
			{ 241.10 by C. & N-W. Ry. Co. for company's business only.
			{ 319.90 by C. & N-W. Ry. Co. for company's business only.
.....	457.80	Western Union Telegraph Co. and C. & N-W. Ry. Co., jointly.....	{ 137.90 Western Union Telegraph Co., also by C. & N-W. Ry. Co. for company's business only.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate Per Mile, Cents.	Amount.
Abernathy Furniture Co.....	Furniture.....	3-5	\$7.04
American Cotton Oil Co.....	Tank.....	3-4	4.89
American Refrigerator Transportation Co.....	Refrigerator.....	3-4	741.31
American Tank Line.....	Tank.....	3-4	480.52
Anglo-American Provision Co.....	Refrigerator.....	3-4	1,063.11
Armour Car Lines.....	Various.....	R. 1, Tk. 3-4 R. 3-5, Tk. 3-4 D. B. R. 1, L. Ref. 3-4.....	32,910.70
Arms Palace Horse Car Co.....	Horse.....	3-5	324.99
Atlanta Stone, Coal & Lumber Line.....	Flat and coal.....	3-5	1.41
Ames Coal Transportation Co.....	Coal.....	3-5	20.15
American Cereal Co. Dispatch.....	Box.....	3-5	612.87
Archer & Co.....	Tank.....	3-4	7.02
American Live Stock Transportation Co.....	Stock.....	3-5	26.53
American Asphalt Co.....	Tank.....	3-4	2.45
Arctic Oil Works.....	Tank.....	3-4	89.84
Barrett & Barrett.....	Box.....	3-5	731.18
Boyd & Lunham Provision Express.....	Refrigerator.....	1	35.27
Britton, D. W.....	Box.....	3-5	46.93
Burton Stock Car Co.....	Horse and stock.....	3-5	463.39
Brill, J. G.....	Flat.....	3-5	9.18
Briggs Manufacturing Co.....	Box.....	3-5	5.69
Bay Terminal R. R. (Sun Oil Line).....	Tank.....	3-4	194.50
California Fruit Transportation Co.....	Fruit.....	1	4,778.32
Canda Cattle Car Co.....	Stock.....	3-5	4,104.34
Cedar Rapids Refrigerator Express.....	Refrigerator.....	1	2,069.87
Central Equipment Co.....	Box.....	3-5	50.27
Chappell Chemical Co.....	Tank.....	3-4	128.13
Chicago Refrigerator Car Line.....	Refrigerator.....	3-4	745.18
Cold Blast Transportation Co.....	Refrigerator.....	1	29.24
Commerce Dispatch Line.....	Box.....	3-5	180.66
Continental Fruit Express Co.....	Refrigerator.....	1	4,225.02
Cottolene Refrigerator Line.....	Refrigerator.....	3-4	34.22
Craig Oil Co.....	Tank.....	3-4	61.72
Crescent Cotton Oil Co.....	Tank.....	3-4	26.47
Crescent Oil Co.....	Tank.....	3-4	.75
Crocker Chair Co.....	Box.....	3-5	470.93
Crystal Oil Refining Co.....	Tank.....	3-4	34.08
Cudahy Milwaukee Refrigerator Line.....	Refrigerator and stock.....	Rf. 1, St. 3-5	4,743.92
Cudahy Refrigerator Line.....	Refrigerator and tank.....	Rf. 1, Tk. 3-4	21,466.68
Cupples, S. Woodenware Co.....	Box.....	3-5	6.05
Creamery Package Manufacturing Co.....	Box.....	3-5	4.07
Consolidated Cattle Car Co.....	Stock.....	3-5	106.45
Chicago Car & Coal Co.....	Coal.....	3-5	.73
Cornplanter Refining Co.....	Tank.....	3-4	8.73
Climax Tank Line.....	Tank.....	3-4	.75
Coal Oatmeal Co.....	Box.....	3-5	3.60
Dold, Jacob, Packing Co.....	Refrigerator.....	1	359.94
Empire Line.....	Box and refrigerator.....	B. 3-5, R. 3-4	436.30
Empire Oil Works.....	Tank.....	3-4	30.40
Ensign Manufacturing Co.....	Flat.....	3-5	4.59
Eaton & Mortland.....	Box.....	3-5	8.13
Frazer Lubricator Co.....	Box.....	3-5	105.49
Farrell Car Line.....	Tank.....	3-4	66.35
Globe Refining Co.....	Tank.....	3-4	65.63
Goodell Refrigerator Car Co.....	Refrigerator.....	1	736.97
Green Line.....	Tank.....	3-4	93.81
Grossman Palace Horse Car Co.....	Horse.....	3-5	.23
Hammond Refrigerator Line.....	Refrigerator and box.....	Rf. 1, B. 3-5	584.05
Havens, C. B.....	Coal.....	3-5	210.72
Hodgman, G. B., Manufacturing Co.....	Box.....	3-5	95.77
Helm, F., Brewing Co.....	Refrigerator.....	3-4	1.26
International Fruit Dealers' Dispatch.....	Refrigerator.....	1	41.59
J. E. B. Furniture Line.....	Box.....	3-5	28.10
Inter-State Ventilated Refrigerator Car Line.....	Refrigerator.....	1	6.69
Kansas City Dressed Beef Line.....	Refrigerator and box.....	Rf. 1, B. 3-5	677.93
Kansas Manufacturers' Dispatch.....	Box.....	3-5	2.04
Kentucky Refining Co.....	Tank.....	3-4	130.00
Keystone Palace Horse Car Co.....	Horse.....	3-5	151.66

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CAR MILEAGE—Continued.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate Per Mile, Cents.	Amount.
Krug, F., Brewing Co.....	Refrigerator.....	3-4	\$19.42
Kansas Refrigerator Line.....	Refrigerator.....	3-4, after Dec 1, 1895, 1...	58.29
Kansas City Refrigerator Car Line.....	Refrigerator.....	3-4	11.02
Libby, McNeill & Libby.....	Refrigerator.....	1	22.82
Lipton Refrigerator Line.....	Refrigerator.....	1	17.44
Live Poultry Transportation Co.....	Poultry.....	3-5	489.66
Laurel Hill Car & Coal Co.....	Coal.....	3-5	308.54
Lewis Tar Tank Line.....	Tank.....	3-4	4.62
Manhattan Oil Co.....	Tank.....	3-4	27.52
Mann Bros.....	Box.....	3-5	2,200.16
Mather Stock Car Co.....	Stock.....	3-5	79.48
Matton Manufacturing Co.....	Box.....	3-5	792.53
Mathlieren & Hegeler Zinc Co.....	Tank.....	3-4	79.35
Menasha Woodenware Co.....	Box.....	3-5	2,705.63
Merchants Dispatch Tr. Co.....	Refrigerator and box.....	R. 3-4, B. 3-5	8,849.85
Michigan Ammonia Works.....	Tank.....	3-4	7.55
Morris Refrigerator Line.....	Refrigerator and box.....	R. 1, Bx 3-5	3,128.27
Missouri Car & Foundry Co.....	Refrigerator.....	3-4	14.95
National Linseed Oil Co.....	Tank.....	3-4	488.09
National Oil Co.....	Tank.....	3-4	7.90
National Rolling Stock Co.....	Box.....	3-5	76.54
New England Car Co.....	Stock.....	3-5	46.75
New York Dispatch Refrigerator Line.....	Refrigerator.....	3-4	1,103.97
North & South Rolling Stock Co.....	Box.....	3-5	.39
Omaha Packing Co.....	Refrigerator and tank.....	Rf. 1, Tk 3-4	2,661.37
Overland Fruit Dispatch.....	Refrigerator.....	3-4	34.24
Peoria & Hutchinson Cooper Co.....	Box.....	3-5	1.02
Pabst Refrigerator Line.....	Refrigerator.....	1	2,510.00
Paragon Refining Co.....	Tank.....	3-4	114.28
Peavey Grain Line.....	Box.....	3-5	87.26
Peerless Tank Line.....	Tank.....	3-4	1.64
Penn Refining Co.....	Tank.....	3-4	8.57
Provision Dealers' Dispatch.....	Refrigerator and tank.....	Rf. 1, Tk 3-4	514.42
Producers Oil Co.....	Tank.....	3-4	3.52
Railway Car Association.....	Refrigerator.....	3-4	782.59
Ramage, S. Y.....	Tank.....	3-4	5.37
Rend, W. P., & Co.....	Coal.....	3-5	43.07
Richardson Bros. Manufacturing Co.....	Box.....	3-5	17.11
Rock Falls Manufacturing Co.....	Box.....	3-5	204.53
Rumley, M.....	Box.....	3-5	9.63
Shippers Refrigerator Car Co.....	Refrigerator.....	3-4	96.63
St. Charles Car Co.....	Box.....	3-5	279.49
St. Louis Refrigerator Car Co.....	Refrigerator.....	3-4	136.01
St. Paul Refrigerator Car Co.....	Refrigerator.....	1	930.19
Schoenhofen P., Brewing Co.....	Refrigerator.....	3-4	576.81
Seipp, Conrad, Brewing Co.....	Refrigerator.....	3-4	301.85
Sheboygan Chair Co.....	Box.....	3-5	243.50
Southern Dispatch Lumber Line.....	Refrigerator and box.....	R. 3-4, B. 3-5	58.09
Southern Freight Line.....	Box and flat.....	3-5	19.18
S. W. Millers' Dispa'ch.....	Box.....	3-5	105.80
S. W. Refrigerator Dispatch.....	Refrigerator.....	3-4	43.02
Spring Valley Coal Co.....	Coal.....	3-5	148.41
Street's Stable Car Line.....	Stock.....	3-5	26,347.70
Swift Refrigerator Line.....	Refrigerator and box.....	R. 1, Bx 3-5	5,198.63
Smith, E. C.....	Stock.....	3-5	26.23
Santa Fe Fruit & Refrigerator Line.....	Refrigerator.....	3-4	5.53
Titusville Oil Works.....	Tank.....	3-4	14.53
Union Refrigerator Transportation Co.....	Refrigerator and box.....	R. 1, Bx 3-5	29,905.28
Union Tank Line.....	Tank.....	3-4	17,151.46
Venice Transportation Co.....	Flat.....	3-5	10.79
Waverly Oil Co.....	Tank.....	3-4	4.99
Weaver Coal Co.....	Coal.....	3-5	34.36
Western Rolling Stock & Equipment Co.....	Box.....	3-5	7.11
White Star Transportation Co.....	Refrigerator.....	1	307.37
Western Meat Refrigerator Express.....	Refrigerator.....	3-4, after M'y 1, 1896, 1...	138.56
Zenith Milling Co.....	Box.....	3-5	.25
Pullman's Palace Sleeping Car Co.....	Sleeping.....		36,620.83
Wagner Palace Sleeping Car Co.....	Sleeping.....		42,440.40
Total.....			\$273,514.56

Chicago, St. Paul, Minneapolis & Omaha Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago, St. Paul, Minneapolis & Omaha Railway Co.

2. Date of organization? May 25, 1880, by consolidation.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Organized under laws of Wisconsin by consolidation. For constituent companies, see answer to question No. 4. Power to own and operate railroads in Minnesota, see chapters 219, 228 and 362 Special Laws of Minnesota, 1881. Same powers in Nebraska, chapter 106, Laws of Nebraska, 1879. Same powers in Iowa, chapter 119, Laws of Iowa, 1882. Same powers in South Dakota, section 450, Dakota Code.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. This company was formed by the consolidation of the Chicago, St. Paul & Minneapolis and The North Wisconsin Railway Companies. The former was organized under chapter 119 of the General Laws of Wisconsin, 1872, as amended by chapter 144, General Laws, 1877. Latter organized under chapter 73, Revised Statutes of Wisconsin for 1858. For authority to consolidate, see answer to question No. 5.

5. Date and authority for each consolidation? May 25, 1880, chapter 260, Laws of Wisconsin, 1880, amending section 1833, chapter 87, Revised Statutes Wisconsin, 1878.

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ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Martin L. Sykes.....	New York, N. Y.....	June, 1897
John M. Whitman.....	Chicago, Ill.....	June, 1897
Thos. Wilson.....	St. Paul, Minn.....	June, 1897
John A. Humbird.....	St. Paul, Minn.....	June, 1897
Albert Keep.....	Chicago, Ill.....	June, 1898
Cornelius Vanderbilt.....	New York, N. Y.....	June, 1898
Wm. K. Vanderbilt.....	New York, N. Y.....	June, 1898
H. McK. Twombly.....	New York, N. Y.....	June, 1898
Marvin Hughitt.....	Chicago, Ill.....	June, 1899
David P. Kimball.....	Boston, Mass.....	June, 1899
Edwin W. Winter.....	St. Paul, Minn.....	June, 1899
Byron L. Smith.....	Chicago, Ill.....	June, 1899
Chauncey M. Depew.....	New York, N. Y.....	June, 1899

Total number of stockholders at date of last election? 1,154.

Date of last meeting of stockholders for election of directors? June 6, 1896.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President.....	Marvin Hughitt.....	Chicago, Ill.
Vice president.....	M. L. Sykes.....	New York City, N. Y.
Secretary.....	E. E. Woodman.....	Hudson, Wis.
Treasurer.....	M. L. Sykes.....	New York City, N. Y.
Assistant treasurer.....	S. O. Howe.....	New York City, N. Y.
General counsel.....	Thomas Wilson.....	St. Paul, Minn.
General attorney.....	L. K. Luse.....	St. Paul, Minn.
Auditor.....	L. A. Robinson.....	St. Paul, Minn.
Local treasurer.....	C. P. Nash.....	St. Paul, Minn.
General manager.....	E. W. Winter.....	St. Paul, Minn.
Chief engineer.....	C. W. Johnson.....	St. Paul, Minn.
Gen'l superintendent.....	W. A. Scott.....	St. Paul, Minn.
Division superintendent.....	Jas. McCabe.....	St. Paul, Minn.
Division superintendent.....	A. W. Trenholm.....	Itasca, Wis.
Division superintendent.....	Hugh Spencer.....	Mankato, Minn.
Division superintendent.....	H. S. Jaynes.....	Omaha, Neb.
Purchasing agent.....	W. H. S. Wright.....	St. Paul, Minn.
Supt. of telegraph.....	H. C. Hope.....	St. Paul, Minn.
Gen'l freight agent.....	Jas. T. Clark.....	St. Paul, Minn.
Asst. gen'l freight agent.....	H. M. Pearce.....	St. Paul, Minn.
Gen'l passenger agent.....	T. W. Teasdale.....	St. Paul, Minn.
General baggage agent.....	E. F. Woods.....	St. Paul, Minn.
Car accountant.....	A. A. Drezmal.....	St. Paul, Minn.
General claim agent.....	E. L. Poole.....	St. Paul, Minn.
Land commissioner.....	G. W. Bell.....	Hudson, Wis.

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PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From.	To.		
1a. Main Line.				
C. St. P. M. & O. R'y.....	Elroy.....	St. Paul.....	195.17	
	North Wis. Jct.....	Bayfield.....	178.24	
	Eau Claire.....	Spooner.....	81.51	
	Superior Jct.....	Duluth.....	71.45	
	St. Paul.....	Le Mars.....	243.76	
	Mo. river at Covington	Omaha.....	123.06	
	St. Croix Draw Bridge..	Stillwater Switch.....	4.55	
	Stillwater Jct.....	Stillwater.....	3.30	
	River Falls Jct.....	Ellsworth.....	24.82	
	Merrillan.....	Marshfield.....	38.67	
	Ashland Jct.....	Ashland.....	4.38	
	Ashland Shore Line.....		1.31	
	West Eau Claire.....	Shaw's Mills.....	2.74	
	Fairchild.....	Mondovi.....	37.00	
	Menomonie Jct.....	Menomonie City.....	3.01	
	Menomonie Jct.....	Cedar Falls.....	2.01	
	Lake Crystal.....	Elmore.....	43.48	
	Heron Lake.....	Pipestone.....	55.10	
	Sioux Falls Jct.....	Mitchell.....	130.73	
	Luverne.....	Doon.....	28.00	
	Coburn Jct.....	New Castle.....	26.95	
	Emerson.....	Norfolk.....	46.50	
	Wakefield.....	Hartington.....	33.76	
	Wayne.....	Bloomfield.....	43.14	1,422.64
5. Line operated under trackage rights.				
St. Louis River Bridge (N. P. R. R.)..	West Superior.....	Rice's Point.....	1.59	
Great Northern R'y.....	St. Paul.....	Minneapolis.....	11.40	
The Minneapolis & St. Louis R. R...	Minneapolis.....	Merriam Jct.....	27.00	
Illinois Central R. R.....	Le Mars.....	Sioux City.....	25.20	
Sioux City Bridge Co.....	Bridge across Mo. river	and tracks at Sioux City	3.90	
Sioux City & Pacific R. R.....	Sioux City.....	Sioux City bridge track	.50	69.59
Total.....				1,492.23

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named
	From.	To.		
1a. Main line.				
C. St. P. M. & O. R'y.....	Minn. State Line	St. Paul.....	17.64	
	St. Paul.....	Iowa State Line.....	187.59	
	Rice's Point.....	Duluth.....	2.60	
	Stillwater.....	Stillwater Jct.....	3.30	
	Stillwater, via So. Still.	Lake St. Croix Bridge..	4.55	
	Lake Crystal.....	Elmore.....	43.48	
	Heron Lake.....	Pipestone.....	55.10	
	Sioux Falls Jct.....	So. Dak. State Line.....	42.53	
	Luverne.....	Iowa State Line.....	10.56	367.35
5. Line operated under trackage	rights.			
Great Northern R'y.....	St. Paul.....	Minneapolis.....	11.40	
The Minneapolis & St. Louis R. R.....	Minneapolis.....	Merriam Jct.....	27.00	38.40
Total.....				405.75

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Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of which Affect the General Balance Sheet—Pages 49 and 51.

Land grants owned in Wisconsin.

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock, common.....	300,000	\$100.00	\$30,000,000.00	\$21,403,293.35	.....	.....
Capital stock, preferred.....	200,000	100.00	20,000,000.00	12,646,833.31	7	\$787,976.00
Total.....	500,000	\$100.00	\$50,000,000.00	\$34,050,126.66	.....	\$787,976.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common.....	53,462	\$2,255,864.73
Issued for cash, preferred.....	20,466	2,058,853.00
*Issued for reorganization, common.....	69,331	.....
*Issued for reorganization, preferred.....	29,333	.....
†Issued for purchase, common.....	62,800	.....
†Issued for purchase, preferred.....	62,800	.....
Issued and on hand, common.....	28,440
Issued and on hand, preferred.....	18,869
Total.....	340,501	\$4,314,717.73

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EXPLANATORY REMARKS.

*The Chicago, St. Paul & Minneapolis R'y and the North Wisconsin R'y Co.'s were consolidated May 25, 1880, under the title of the Chicago, St. Paul, Minneapolis & Omaha Railway Co. The last named company's stock was issued in exchange for the stock of the first named two companies at the rate of $1\frac{1}{4}$ shares C. St. P. M. & O. stock for one share of the other companies' stock.

The capital stock of the two companies consolidated was as follows:

Chicago, St. Paul & Minneapolis R'y Co.—common.....	\$4,000,000
Chicago, St. Paul & Minneapolis R'y Co.—preferred.....	1,000,000
North Wisconsin R'y Co.—common.....	1,200,000
North Wisconsin R'y Co.—preferred.....	1,200,000

†The C. St. P. M. & O. R'y Co. purchased the St. Paul & Sioux City R. R., paying for the same by exchanging its stock for that of the last named company, as follows:

Common.....	\$6,280,000
Preferred.....	6,280,000

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate, per Ct.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Am't Acord'd during Y'r.	Am't Paid during Y'r.
First mortgage.....	1878	1918	\$3,000,000.00	\$3,000,000.00	\$3,000,000.00	{ Assumed with road }	6	{ May 1, Nov. 1, }	\$180,000.00	\$180,270.00
First mortgage.....	1880	1930	800,000.00	800,000.00	800,000.00	{ Assumed with road }	6	{ Jan. 1, July 1, }	48,000.00	48,000.00
First mortgage.....	1878	1903	125,000.00	125,000.00	125,000.00	{ Assumed with road }	8	{ Jan. 1, July 1, }	10,000.00	10,000.00
First mortgage.....	1879	1919	6,070,000.00	6,070,000.00	6,070,000.00	{ Assumed with road }	6	{ April 1, Oct. 1, }	364,200.00	363,570.00
First mortgage.....	1878	1908	334,800.00	334,800.00	334,800.00	{ Assumed with road }	7	{ Jan. 1, July 1, }	23,486.00	23,751.00
Consolidated mortgage.....	1880	1930	30,000,000.00	10,225,625.00	10,225,625.00	{ \$9,908,000.08 Issued in exc. }	6	{ June 1, Dec. 1, }	804,780.00	803,550.00
Consolidated mortgage.....	1880	1930	400,000.00	3,780,375.00	3,780,375.00	{ Assumed with road }	5	{ May 1, Nov. 1, }	17,500.00	17,500.00
First mortgage.....	1890	1915	1,500,000.00	400,000.00	400,000.00	{ Assumed with road }	5	{ May 1, Nov. 1, }	.....	.....
First mortgage.....	1895	1930	1,500,000.00	1,500,000.00	1,500,000.00	{ Assumed with road }	5	{ May 1, Nov. 1, }	.....	.....
Total.....	.....	.....	\$42,229,800.00	\$26,235,800.00	\$26,235,800.00	{ \$9,908,000.08 Issued in exc. }	.....	.....	\$1,447,916.00	\$1,446,641.00

In addition to the above, this company guarantees one half of the \$150,000 bonds of the Minneapolis Eastern R'y Co.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$26, 235, 800	\$26, 235, 800	\$1, 450, 416	\$1, 446, 641
Total.....	\$26, 235, 800	\$26, 235, 800	\$1, 450, 416	\$1, 446, 641

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash	\$842, 622.13	Audited vouchers and accounts.....	\$208, 691.95
Bills receivable.....	198, 392.26	Wages and salaries.....	244, 916.84
Due from agents.....	198, 937.60	Net traffic balances due to other companies.....	257, 385.30
Due from solvent companies and individuals.....	50, 219.62	Dividends not called for.....	394, 574.00
Other cash assets (excluding "Materials and Supplies").*.....	521, 913.64	Matured interest coupons unpaid (including coupons due July 1).....	81, 991.25
		Rents due July 1.....	9, 446.10
		Total current liabilities.....	\$995, 005.44
		Balance cash assets.....	619, 079.81
Total—Cash and current assets.....	\$1, 614, 085.25	Total.....	\$1, 614, 085.25

*Materials and supplies on hand, \$709,954.66. (See "general balance sheet," page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$34,050,125.66	\$34,050,125.66	.....	1,422.64	\$23,934
Bonds—page 19 (grand total).....	26,235,800.00	26,235,800.00	.....	1,422.64	18,442
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$60,285,925.66	\$60,285,925.66	.....	1,422.64	\$42,376

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
C. St. P. M. & O. Ry.....	\$34,050,125.66	\$26,235,800.00	\$60,285,925.66	1,422.64	\$42,376
Total	\$34,050,125.66	\$26,235,800.00	\$60,285,925.66	1,422.64	\$42,376

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COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$67,242.92			
Fences, etc.....	3,145.99			
Buildings, furniture and fixtures.....	12,094.87			
Shop machinery and tools.....	4,577.46			
Sidings and yard extensions.....	60,954.47			
Purchase of constructed road.....	1,266,280.63			
Other items.....	133,878.14			
Total construction.....	\$1,548,174.48			
Grand total.....	\$1,548,174.48	\$54,278,342.34	\$55,826,516.82	\$39,241.49
Total cost, Minnesota, proportional	on mileage basis		14,415,361.35	39,241.49

INCOME ACCOUNT.

(Page 31.)

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$8,117,233.06	
Less operating expenses—page 45.....	5,027,726.45	
Income from operation.....		\$3,089,506.61
Dividends on stocks owned—page 37.....	\$36,103.00	
Interest on bonds owned—page 39.....	5,600.00	
Miscellaneous income, less expenses—page 41.....	143,627.10	
Income from other sources.....		\$185,330.10
Total income.....		\$3,274,836.71
Deductions from Income—		
Interest on funded debt accrued—page 23.....	\$1,447,916.00	
Taxes.....	321,510.98	
Total deductions from income.....		\$1,769,426.98
Net income.....		\$1,505,409.73
Dividends, 7 per cent, preferred stock—page 17.....	787,976.00	
Total.....		\$787,976.00
Surplus from operations of year ending June 30, 1896.....		\$717,433.73
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		2,322,641.43
Surplus on June 30, 1896 (for entry on general balance sheet, page 51).....		\$3,040,075.16

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re-payments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$651,876.97		
Less repayments—			
Tickets redeemed.....		\$1,928.02	
Excess fares refunded.....		922 80	
Other repayments.....		3,047.74	
Total deductions.....		\$5,898.56	
Total passenger revenue.....			\$645,978.41
Mail.....			67,404.79
Express.....			41,224.44
Extra baggage and storage, etc.....			17,023.82
Total passenger earnings.....			\$771,631.46
FREIGHT—			
Freight revenue.....	\$2,642,085.32		
Less repayments—			
Overcharge to shippers.....		\$15,227.13	
Other repayments.....		5,576.78	
Total deductions.....		\$20,803.91	
Total freight revenue.....			\$2,621,281.41
Other items.....			4,962.71
Total freight earnings.....			\$2,626,244.12
Total passenger and freight earnings.....			\$3,397,875.58
OTHER EARNINGS FROM OPERATION—			
Switching charges—balance.....			2,537.69
Rents from tracks, yards and terminals—page 41.....			1,544.43
Rents not otherwise provided for.....			3,853.03
Total other earnings.....			7,935.15
Total gross earnings from operation—Minnesota.....			\$3,405,810.73
Total gross earnings from operation—entire line.....			\$3,117,233.06

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STOCKS OWNED.

Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
St. Paul Union Depot Co.....	\$50,000.00	6	\$3,000	} *\$8,970.00
Minnesota Transfer Ry. Co.....	7,000.00			
Lake Superior Terminal & Transfer Ry. Co..	15,700.00			
Minneapolis Eastern Ry. Co.....	15,000.00			
Sioux City Bridge Co.....	472,900.00	7	33,103	} 4,230,994.98
C. St. P. M. & O. Ry. Co.....	4,230,994.98		Par value.	
Total.....	\$4,791,594.98		36,103	\$4,320,694.98

* These stocks are held by this company for the purpose of control and have no marketable value.

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BONDS OWNED.

Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Minnesota Transfer R'y 1st mortgage bonds.	\$112,000.00	5	\$5,600.00	\$112,000.00
S. Ste. M. & S. W. R'y 1st mortgage bonds....	50,000.00	.....	.....	50,000.00
C. St. P. M. & O. R'y consol. mort'ge bonds..	593,000.00	.....	.....	593,000.00
Superior Short Line R'y 1st mort'ge bonds...	1,500,000.00	1,500,000.00
Total.....	\$2,255,000.00	\$5,600.00	\$2,255,000.00

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks.....	Omaha to Blair.....	F. E. & M. V. R. R.....	\$21,655.83	.....
Tracks.....	Rice's Point to Duluth	Eastern R'y of Minnesota..	600.00	.....
Total .....	.....	.....	.....	\$22,255.83
Terminals.....	Worthington	B. C. R. & N. R'y.....	\$509.16	.....
Terminals	Elmore	C. & N-W. R'y.....	435.27	.....
Terminals	Omaha	Missouri Pac. R'y.....	1,200.00	.....
Total.....	.....	.....	.....	2,144.43
Grand total.....	.....	.....	.....	\$24,400.26

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Land grants (net proceeds of sales).....	\$137,367.76
Interest and exchange.....	6,269.34
Total.....	\$143,627.10

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$550,835.67
Renewals of rails.....	54,682.80
Renewals of ties.....	183,721.18
Repairs and renewals of bridges and culverts.....	213,469.80
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	15,723.14
Repairs and renewals of buildings and fixtures.....	103,326.91
Repairs and renewals of docks and wharves.....	672.38
Repairs and renewals of telegraph.....	13,163.03
Stationery and printing.....	519.02
Total.....	\$1,135,613.93

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$56,045.10
Repairs and renewals of locomotives.....	282,595.43
Repairs and renewals of passenger cars.....	79,793.56
Repairs and renewals of freight cars.....	487,482.94
Repairs and renewals of work cars.....	17,368.55
Repairs and renewals of shop machinery and tools.....	21,922.40
Stationery and printing.....	627.96
Other expenses.....	23,139.07
Total.....	\$968,975.01

CONDUCTING TRANSPORTATION.

Superintendence.....	\$84,564.67
Engine and roundhouse men.....	482,517.99
Fuel for locomotives.....	651,441.69
Water supply for locomotives.....	31,103.16
Oil, tallow, and waste for locomotives.....	14,745.99
Other supplies for locomotives.....	7,662.88
Train service.....	367,816.51
Train supplies and expenses.....	67,623.21
Switchmen, flagmen and watchmen.....	140,758.80
Telegraph expenses.....	93,093.63
Station service.....	352,192.31
Station supplies.....	29,223.25
Switching charges—balance.....	10,454.41
Loss and damage.....	37,895.01
Injuries to persons.....	55,862.72
Clearing wrecks.....	1,724.89
Advertising.....	6,755.67
Outside agencies.....	75,242.72
Commissions.....	11,388.82
Stock yards and elevators.....	40,778.94
Rents for tracks, yards and terminals—page 47, B.....	116,652.33
Rents of buildings and other property.....	8,776.87
Stationery and printing.....	38,395.85
Total.....	\$2,726,672.32

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$67,876.47
Salaries of clerks and attendants.....	60,489.84
General office expenses and supplies.....	13,687.21
Insurance.....	14,912.53
Law expenses.....	14,412.29
Stationery and printing (general offices).....	8,049.87
Other expenses.....	17,536.98
Total.....	\$196,465.19

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$1,135,613.93
Maintenance of equipment.....	968,975.01
Conducting transportation.....	2,726,672.32
General expenses.....	196,465.19
Grand total.....	\$5,027,726.45
Percentage of expenses to earnings—entire line.....	61.94

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$476,503.61
Maintenance of equipment.....	406,881.91
Conducting transportation.....	1,144,111.71
General expenses.....	82,436.79
Total.....	\$2,109,634.02
Percentage of expenses to earnings—Minnesota (proportional).....	61.94

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	It m.	Total.
Tracks.....	St. Paul to Minneapolis.....	Great Northern Ry Co.....	\$37,066.98	.....
Tracks.....	Le Mars to Sioux City.....	Illinois Central R. R. Co...	12,309.63	.....
Tracks.....	Minneapolis to Merriam Jct.....	The M. & St. L. R. R. Co....	14,610.00	.....
Total.....				\$63,986.61
Terminals.....	St. Paul Union Depot Co....	St. Paul Union Depot Co...	\$6,866.81	.....
Terminals.....	Minneapolis Union Depot Co.....	Minneapolis Union Ry. Co.	45,798.91	.....
Total.....				\$52,665.72
Grand total.....				\$116,652.33

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$54, 278, 342.84	{ Cost of road—page 29..... }	\$55, 326, 516.82	.....	\$1, 548, 174.48	.....
4, 320, 651.64	{ Cost of equipment—page 29..... }	4, 320, 694.98	.....	33.34	.....
755, 000.00	Stocks owned—page 37.....	2, 256, 000.00	.....	1, 500, 000.00	.....
2, 252, 113.80	Bonds owned—page 39.....	1, 614, 086.25	.....	.....	\$638, 028.55
760, 129.28	Cash and current assets—page 23.....	709, 954.66	.....	.....	50, 174.62
.....	OTHER ASSETS—	.....	.....	.....	.....
.....	Materials and supplies.....	.....	.....	.....	.....
\$62, 366, 247.06	Grand total.....	.....	\$64, 726, 251.71	\$2, 360, 004.65	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$34, 050, 126.66	Capital stock—page 17.....	\$34, 050, 126.66	.....	.....	.....
24, 735, 800.00	Funded debt—page 23.....	26, 235, 800.00	.....	\$1, 500, 000.00	.....
872, 945.60	Current liabilities—page 23.....	995, 005.44	.....	122, 059.84	.....
191, 448.34	Accrued interest on funded debt not yet payable.....	191, 448.34	.....	.....	.....
193, 285.03	Accrued taxes not yet due, etc.....	213, 796.11	.....	20, 511.08	.....
2, 322, 641.43	Profit and loss—page 31 (or 33).....	3, 040, 075.16	717, 483.73
.....	Grand total.....	\$64, 726, 251.71	\$2, 360, 004.65

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

At a regular meeting of the board of directors, held in Hudson, Wisconsin, on the date of the annual meeting of the stockholders, on June 8, 1895, action was taken giving authority for the purchase and absorption of the property and franchises of the Superior Short Line Railway Company consisting of its railroad extending from Duluth to a junction with this company's line at the city of Superior, Wisconsin, with approximately ten miles of main line and thirty-three miles of side tracks, including station grounds, lots and lands in the cities of Duluth and Superior, docks, wharves, basins, depots, structures and other improvements comprising its valuable terminal property and facilities; all of which were acquired and constructed under and with the approval of this company and with its moneys advanced for these purposes since the extension of its railroad to Lake Superior, and have been employed, utilized and operated by this company under separate corporate organizations and constituted as the Superior Short Line Railway Company. The said action of the Board of Directors was taken subject to the consent and approval of the stockholders, to whom, in annual meeting assembled, the same was on that date submitted; whereupon the proposed purchase, as authorized by the directors, was consented to and approved by unanimous vote of the stockholders, and the directors and officers of this company were authorized to consummate the same. Pursuant to these proceedings the transaction was completed and the conveyance and transfer of the railroad, property and franchises of the Superior Short Line Railway Company were made and perfected and the Superior Short Line Railway Company became merged into the Chicago, St. Paul, Minneapolis & Omaha Railway Company on the first day of August, 1895.

With this consolidation and merger a settlement was effected with the Superior Short Line Railway Company in adjustment of accounts and for advances made for construction, and \$1,500,000 of its first mortgage 5 per cent bonds, secured upon the property, were taken in consideration of the settlement, which bonds now form an available asset of this company.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. American Express Company. The railway company to transport in cars attached to its passenger trains each way daily between all points on its lines of railroad in the states of Wisconsin, Minnesota, Iowa, South Dakota and Nebraska, the messengers, safes, packing trucks and freight of the express company; also such persons as it becomes necessary to send over the railway company's lines on business of the express company. The express company to take charge of and deliver all money and valuable packages which the railway company may require to have sent or delivered by express on the lines of its road or any lines of railroad operated by the express company free of all cost or expense to the railway company.

2. This company carries U. S. mail. Compensation fixed by the U. S. Postoffice Department. No contract.

3. The Wagner and the Pullman Palace Car companies run sleeping cars on this company's railway, the railway company paying the car companies on mileage basis.

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SECURITY FOR FUNDED DEBT — PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Lane.	What Equipment Mortgaged.
	From.	To	Miles.		
Mortgage bonds.....	Elroy.....	Lake St. Croix.....	177.62	\$18,401.00	Whole road and equipment.
Mortgage bonds.....	Merrillan.....	Marshfield	37.04	18,401.00	
Mortgage bonds.....	Fairchild.....	Mondovi.....	37.00	18,401.00	
Mortgage bonds.....	Hudson.....	River Falls.....	12.30	18,401.00	
Mortgage bonds.....	East St. Paul.....	Sillwater and Lake St. Croix.....	20.96	18,401.00	
Mortgage bonds.....	South Stillwater.....	Lake St. Croix.....	5.60	18,401.00	
Mortgage bonds.....	North Wisconsin Jet.....	Bayfield.....	178.38	18,401.00	
Mortgage bonds.....	Eau Claire.....	Chicago Jet.....	79.72	18,401.00	
Mortgage bonds.....	Superior Jet.....	Superior.....	60.43	18,401.00	
Mortgage bonds.....	Itasca St. switch.....	Duluth.....	10.88	18,401.00	
Mortgage bonds.....	St. Paul.....	Le Mars.....	246.00	18,401.00	
Mortgage bonds.....	Lake Crystal.....	Elmore.....	14.00	18,401.00	
Mortgage bonds.....	Heron Lake.....	Pipestone.....	56.90	18,401.00	
Mortgage bonds.....	Worthington.....	Salem.....	98.00	18,401.00	
Mortgage bonds.....	Laverne.....	Doon.....	28.00	18,401.00	
Mortgage bonds.....	Omaha.....	Coburn Jet.....	115.00	18,401.00	
Mortgage bonds.....	Covington.....	Ponca.....	26.00	18,401.00	
Mortgage bonds.....	Emerson.....	Norfolk.....	46.16	18,401.00	
Mortgage bonds.....	Wakefield.....	Hartington.....	33.76	18,401.00	
Mortgage bonds.....	River Falls.....	Ellsworth.....	13.00	18,401.00	
Mortgage bonds.....	Ashland Jet.....	Ashland.....	5.66	18,401.00	
Mortgage bonds.....	Salem.....	Mitchell.....	32.80	18,401.00	
Mortgage bonds.....	Wayne.....	Randolph.....	21.68	18,401.00	
Mortgage bonds.....	Randolph.....	Bloomfield.....	21.09	18,401.00	
Mortgage bonds.....	Menomonie Jet.....	Menomonie.....	3.03	18,401.00	
Mortgage bonds.....	Red Cedar River.....	North Menomonie Jet.....	2.03	18,401.00	
Mortgage bonds.....	West Eau Claire.....	Shaw's Mills.....	2.74	18,401.00	
Mortgage bonds.....	Ponca.....	New Castle.....	10.62	18,401.00	

(Page 59.) EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers.....	17	6,222	\$76,875.21	\$12.36
General office clerks.....	130	47,580	98,920.02	2.08
Station agents.....	56	17,584	40,109.84	2.28
Other station men.....	193	60,602	115,695.40	1.91
Enginemen.....	86	27,004	105,810.64	3.92
Firemen	86	27,004	64,850.35	2.40
Conductors	45	14,130	46,657.76	3.30
Other trainmen.....	99	31,086	63,757.34	2.05
Machinists.....	216	67,824	120,203.95	1.77
Carpenters.....	90	28,260	56,764.70	2.00
Other shopmen.....	75	23,550	44,868.84	2.01
Section foremen and roadmasters.....	69	21,666	40,084.65	1.85
Other trackmen.....	226	70,964	92,507.76	1.30
Switchmen, flagmen and watchmen	96	30,144	80,312.25	2.66
Telegraph operators and dispatchers.....	49	15,386	39,492.31	2.57
All other employes and laborers.....	159	49,926	99,427.48	1.99
Total (including general officers) Minnesota	1,692	538,932	\$1,186,338.50	\$2.20
Less general officers.....	17	6,222	\$76,875.21	12.36
Total (excluding general officers) Minnesota	1,675	532,710	\$1,109,463.29	\$2.08
Total (including general officers) entire line	4,256	1,290,540	\$2,718,515.71	\$2.11

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for
		Revenue and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	*576, 931	.....
Number of passengers carried one mile.....	*25, 942, 908	.....
Number of passengers carried one mile per mile of road.....	*63, 938	.....
Average distance carried.....	*44.98	.....
Total passenger revenue—page 35.....		\$645, 978.41
Average amount received from each passenger.....		*1.11.968
Average receipts per passenger per mile.....		*.02.490
Total passenger earnings—page 35.....		771, 631.46
Passenger earnings per mile of road.....		1, 901.74
Passenger earnings per train mile.....		1.23.140
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue.....	*1, 516, 191	.....
Number of tons carried one mile.....	*232, 589, 300	.....
Number of tons carried one mile per mile of road.....	*573, 233	.....
Average distance haul of one ton.....	*153.40	.....
Total freight revenue—page 35.....		2, 621, 281.41
Average amount received for each ton of freight.....		*1.72.886
Average receipts per ton per mile.....		*.01.127
Total freight earnings—page 35.....		2, 626, 244.12
Freight earnings per mile of road.....		6, 472.57
Freight earnings per train mile.....		2.73.698
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		3, 267, 259.82
Passenger and freight revenue per mile of road.....		8, 052.40
Passenger and freight earnings—page 35.....		3, 397, 875.58
Passenger and freight earnings per mile of road.....		8, 374.31
Gross earnings from operation—page 35.....		3, 405, 810.73
Gross earnings from operation per mile of road.....		8, 393.87
Gross earnings from operation per train mile.....		- 2.14.719
Operating expenses—page 45.....		*2, 109, 634.02
Operating expenses per mile of road.....		*5, 199.35
Operating expenses per train mile.....		*1.33.002
Income from operation.....		*1, 296, 176.71
Income from operation per mile of road.....		*3, 194.52
TRAIN MILEAGE—		
Miles run by passenger trains.....	588, 842	.....
Miles run by freight trains.....	846, 177	.....
Miles run by mixed trains.....	151, 153	.....
Total mileage trains earning revenue.....	1, 586, 172	.....
Miles run by switching locomotives.....	602, 476	.....
Miles run by construction and other trains.....	48, 007	.....
Grand total train mileage.....	2, 236, 655	.....
Mileage of loaded freight cars—north or east.....	7, 981, 831	.....
Mileage of loaded freight cars—south or west.....	8, 707, 673	.....
Mileage of empty freight cars—north or east.....	1, 926, 650	.....
Mileage of empty freight cars—south or west.....	2, 306, 641	.....
Average number of freight cars in train.....	20.94	.....
Average number of loaded cars in train.....	16.73	.....
Average number of empty cars in train.....	4.25	.....
Average number of tons of freight in train.....	*163.25
Average number of tons of freight in each loaded car.....	*11.39

* Proportional.

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for	Column for Rev'nue
	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	1,569,358	
Number of passengers carried one mile.....	70,582,965	
Number of passengers carried one mile per mile of road.....	47,300	
Average distance carried.....	44.98	
Total passenger revenue—page 35.....		\$1,757,177.32
Average amount received from each passenger.....		1.11.968
Average receipts per passenger per mile.....		.02.490
Total passenger earnings—page 35.....		2,175,496.04
Passenger earnings per mile of road.....		1,457.88
Passenger earnings per train mile.....		1.13.498
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	3,405,769	
Number of tons carried one mile.....	522,431,779	
Number of tons carried one mile per mile of road.....	350,101	
Average distance haul of one ton.....	153.40	
Total freight revenue—page 35.....		5,888,093.95
Average amount received for each ton of freight.....		1.72.886
Average receipts per ton per mile.....		.01.127
Total freight earnings—page 35.....		5,896,252.55
Freight earnings per mile of road.....		3,951.30
Freight earnings per train mile.....		1.92.149
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		7,645,271.27
Passenger and freight revenue per mile of road.....		5,123.39
Passenger and freight earnings—page 35.....		8,071,748.59
Passenger and freight earnings per mile of road.....		5,409.19
Gross earnings from operation—page 35.....		8,117,233.06
Gross earnings from operation per mile of road.....		5,439.67
Gross earnings from operation per train mile.....		1.62.822
Operating expenses—page 45.....		5,027,726.15
Operating expenses per mile of road.....		3,369.27
Operating expenses per train mile.....		1.00.850
Income from operation—page 31.....		3,089,506.61
Income from operation per mile of road.....		2,070.40
TRAIN MILEAGE—		
Miles run by passenger trains.....	1,785,097	
Miles run by freight trains.....	2,673,563	
Miles run by mixed trains.....	526,680	
Total mileage trains earning revenue.....	4,985,345	
Miles run by switching locomotives.....	1,236,761	
Miles run by construction and other trains.....	168,287	
Grand total train mileage.....	6,390,393	
Mileage of loaded freight cars—north or east.....	22,211,401	
Mileage of loaded freight cars—south or west.....	23,645,854	
Mileage of empty freight cars—north or east.....	7,471,877	
Mileage of empty freight cars—south or west.....	8,297,299	
Average number of freight cars in train.....	19.26	
Average number of loaded cars in train.....	14.33	
Average number of empty cars in train.....	4.93	
Average number of tons of freight in train.....	163.25	
Average number of tons of freight in each loaded car.....	11.39	

(Page 63.) FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons	Per Cent.
Grain.....	398,088	186,810	584,898	33.31
Flour.....	222,836	580	223,416	12.73
Other mill products.....	129,671	933	130,604	7.43
Hay.....	27,457	1,081	28,538	1.63
Tobacco.....	101	29	130	.01
Cotton.....	7	.....	7	.....
Fruit and vegetables.....	8,596	11,105	19,701	1.12
Live stock.....	32,972	12,592	45,564	2.60
Dressed meats.....	1,141	315	1,456	.08
Other packing-house products.....	7,582	606	8,188	.47
Poultry, game and fish.....	2,650	407	3,057	.18
Wool.....	159	189	348	.02
Hides and leather.....	1,804	787	2,591	.15
Anthracite coal.....	26,287	3,267	29,554	1.68
Bituminous coal.....	42,337	19,181	61,518	3.50
Coke.....	258	967	1,225	.07
Ores.....	4,272	208	4,480	.26
Stone, sand and other like articles.....	57,623	1,731	59,354	3.38
Lumber.....	167,743	18,879	186,622	10.63
Petroleum and other oils.....	5,642	8,488	14,130	.81
Sugar.....	9,621	2,522	12,143	.69
Naval stores.....	62	196	268	.01
Iron, pig and bloom.....	997	3,433	4,430	.25
Iron and steel rails.....	373	818	1,191	.07
Other castings and machinery.....	3,900	15,144	19,044	1.08
Bar and sheet metal.....	1,570	907	2,477	.14
Cement, brick and lime.....	17,820	8,657	26,477	1.51
Agricultural implements.....	7,670	8,159	15,829	.90
Wagons, carriages, tools, etc.....	338	3,756	4,094	.23
Wines, liquors and beers.....	4,273	4,820	9,093	.52
Household goods and furniture.....	4,222	5,649	9,871	.56
Merchandise.....	84,913	40,162	125,075	7.12
Miscellaneous—other commodities not mentioned above.....	89,366	31,076	120,442	6.86
Total tonnage—Minnesota.....	1,362,351	393,454	1,755,805	100.00
Total tonnage—entire line.....	2,864,505	541,264	3,405,769

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives (Owned and Leased)—						
Passenger.....	58	58	58	Westinghouse.....		
Freight.....	173	173	171	Westinghouse.....		
			1	New York.....	1	Chicago.
			14	Westinghouse.....		
Switching.....	38	38	1	Eames Vacuum.....		
			13	American Steam.....		
Total locomotives in service.....	269	269	258		1	
Total locomotives owned.....	269	269	255		1	
Cars (Owned and Leased, in Passenger Service)—						
First class cars.....	82	82	82	Westinghouse.....	7	Miller plat.
					75	Miller
Second class cars.....	24	24	24	Westinghouse.....	1	Miller plat.
					23	Miller
Combination cars.....	22	22	22	Westinghouse.....	18	Miller plat.
					4	Miller
Dining cars.....	2	2	2	Westinghouse.....	2	Miller
Parlor cars.....	5	5	5	Westinghouse.....	5	Miller
Baggage, express and postal cars.....	64	64	64	Westinghouse.....	7	Miller plat.
					57	Miller
Total.....	199	199			199	
In Freight Service—						
Box cars.....	6,591	4,877	4,877	Westinghouse.....	4,940	{ 1,154 Janney. 3,786 Chicago.
Flat cars.....	1,134	219	219	Westinghouse.....	247	{ 81 Janney. 166 Chicago.
Stock cars.....	393	304	304	Westinghouse.....	304	{ 9 Janney. 295 Chicago.
Coal cars.....	932	674	674	Westinghouse.....	750	{ 750 Chicago.
Refrigerator cars.....	75	68	68	Westinghouse.....	68	{ 25 Janney. 43 Chicago.
Other cars in freight service.....	77	77	77	Westinghouse.....	77	{ 26 Janney. 51 Chicago.
Total.....	9,202	6,219			6,386	
In Company's Service—						
Officers' cars.....	3	3	3	Westinghouse.....	3	Miller.
Derrick cars.....	9					
Caboose cars.....	127					
Other road cars.....	51					
Rotary steam snow shovel.....	1					
Total.....	191	3			3	
Total cars in service.....	9,592					
Less cars leased.....	437					
Total cars owned.....	9,155	6,421			6,588	

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track	1,422.64	.....	.....	.....	.....	69.59	1,492.23	.....	115.73	1,306.91
Miles of second track	23.79	.....	.....	.....	.....	.....	23.79	.....	.....	23.79
Miles of yard track and sidings.....	412.19	.....	.....	.....	.....	.....	412.19	13.00	No record.	.....
Total mileage operated (all tracks).....	1,858.62	.....	.....	.....	.....	69.59	1,928.21	13.00	115.73	1,330.70

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—	620.07	.....	.....	.....	.....	1.59	621.66	.....	8.19	611.88
Wisconsin.....	367.35	.....	.....	.....	.....	38.40	405.75	.....	47.75	319.60
Minnesota.....	74.55	.....	.....	.....	.....	27.50	102.05	.....	18.38	56.17
Iowa.....	88.20	.....	.....	.....	.....	.....	88.20	.....	8.04	80.16
South Dakota.....	272.47	.....	.....	.....	.....	2.10	274.57	.....	33.37	239.10
Nebraska.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track).....	1,422.64	.....	.....	.....	.....	69.59	1,492.23	.....	115.73	1,306.91

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Wisconsin.....	620.07	.....	.....	.....	8.19	611.88
Minnesota.....	367.35	.....	.....	.....	47.75	319.60
Iowa.....	74.55	.....	.....	.....	18.38	56.17
South Dakota.....	88.20	.....	.....	.....	8.04	80.16
Nebraska.....	272.47	.....	.....	.....	33.37	239.10
Total mileage owned (single track).....	1,422.64	.....	.....	.....	115.73	1,306.91

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	367.35	.....	.....	.....	.....	38.40	405.75	.....	47.75	319.60
Miles of second track.....	18.89	.....	.....	.....	.....	.....	18.89	.....	No reco rd.	18.89
Miles of yard track and sidings.....	125.10	.....	.....	.....	.....	.....	125.10	5.86	.....	.....
Total mileage operated (all tracks).....	511.34	.....	.....	.....	.....	38.40	549.74	5.86	47.75	338.49

C. Mileage of Line Owned by States and Territories (Single Track).

	Line Represented by Capital Stock, Main Line.	Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
				Iron.	Steel.
STATE OF MINNESOTA.					
Minnesota.....	367.35	367.35	47.75	319.60
Total mileage owned (single track)	367.35	367.35	47.75	319.60

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard, Lbs.	Av. Price Per Ton at Distributing Point.	Kind.	Number.	Av. Price at Distributing Point.
Steel.....	1,099.92	80	} \$25.07	White Oak.....	106,936	\$0.46
Steel.....	7.63	72		Culls.....	11,278	.13
Steel.....	3.62	65		Pine.....	1,252	.22
Total	1,111.07			Tamarack.....	195	.23
				Hemlock.....	133	.23
				Total	119,794	.42

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	24,825	590	25,120	643,056	78.13
Freight.....	41,655	989	42,150	1,063,084	79.15
Switching.....	23,090	548	23,364	602,476	77.56
Construction.....	1,736	41	1,756	48,007	73.16
Total.....	91,306	2,168	92,390	2,358,623	78.34
Average cost at distributing point.....	\$2.62	\$1.02	\$2.61		

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

EMPLOYEES.

KIND OF ACCIDENT.	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		4	1	7			1	11
Falling from trains and engines...	2	3	1	2			3	5
Overhead obstructions.....	1	1		1			1	2
Deraillments.....				1				1
Other causes.....			1	1	1	1	1	2
Total.....	3	8	2	12	1	1	6	21

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Other train accidents.....		3						
At highway crossings.....					1	2	1	2
At stations.....			1				1	
Other causes.....		3	7	7			7	7
Total.....		6	8	7	1	2	9	9

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EXPLANATORY REMARKS.

Date.	Killed.	Injured.	Other Causes—Minnesota.
Aug. 3, 1895.....		1	Trespasser asleep on track run over by engine.
Aug. 4, 1895.....	1		Boy climbing between cars to steal ride.
Aug. 7, 1895.....		1	Passenger stepping from platform of coach.
Sept. 4, 1895.....		1	Tramp trying to board moving car.
Sept. 13, 1895.....		1	Child playing on track struck by engine.
Sept. 6, 1895.....		1	Tramp riding trucks of freight train.
Sept. 19, 1895.....		1	Intoxicated passenger trying to board moving train.
Sept. 17, 1895.....	1		Tramp stealing ride on freight train.
Sept. 23, 1895.....	1		Trespasser walking on track struck by train.
Dec. 12, 1895.....		1	Tramp stealing ride on freight train.
Nov. 21, 1895.....	1		Trespasser picking coal under wrecked car, same fell on him.
Nov. 21, 1895.....		1	Trespasser picking coal under wrecked car, same fell on her.
Jan. 13, 1896.....		1	Ladder slipped that car repairer was working on.
Feb 1, 1896.....	1		Trespasser threw himself under moving engine.
March 11, 1896.....	1		Section man struck by cars being switched.
March 10, 1896.....		1	Switchman using pine stick instead of iron stake to stake a car.
April 28, 1896.....		1	Trespasser jumping from moving train.
June 8, 1896.....	1		Trespasser found dead on track.
June 30, 1896.....	1		Trespasser threw himself under moving car.
Oct. 26, 1895.....		1	Passenger trying to board moving train.
July 3, 1895.....		1	Other Train Accidents—
Oct. 23, 1895.....		1	Passenger injured rough handling of train.
Oct. 22, 1895.....		1	Passenger injured sudden stop of train.
			Passenger, sudden stop of train.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.	Length of Level Line. Miles.	Num- ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Elroy to junction with Great Northern Railway, St. Paul	Northern Railway, St. Paul	195.17	209	35.89	159.28	37.52	185	25,227	78.73	211	27,662	78.92
River Falls Junction.....	Ellsworth.....	24.82	43	6.65	15.17	3.31	56	7,461	13.79	40	3,787	7.72
Stillwater Junction.....	Stillwater.....	3.30	5	1.93	1.37	1.17	.....	.....	.....	4	1,981	3.13
St. Croix drawbridge.....	Stillwater switch.....	4.55	13	1.30	3.25	1.27	5	662	2.59	3	1,185	1.69
Merrillan.....	Marshall.....	38.67	35	6.31	32.36	9.27	46	6,685	17.55	33	3,323	11.85
West Eau Claire.....	Shaw's Mills.....	2.74	6	1.45	1.29	.41	1	27	.30	4	1,073	2.03
Fairchild.....	Mondovi.....	37.00	37	4.99	32.01	9.63	32	16,223	5.20	68	39,183	22.17
Menomonie Junction.....	Menomonie.....	3.01	5	.59	2.44	.61	2	100	1.40	5	97	1.96
Menomonie Junction.....	Cedar Falls.....	2.01	10	.90	1.11	.19	5	35	1.10	2	39	.72
Eau Claire.....	Spoonerville.....	80.74	54	13.94	66.80	16.15	97	9,513	40.44	4	7,362	33.75
Spur to city depot.....	Chippewa Falls.....	.77	3	.27	.50	.32	2	176	.45	.....	.....	.....
North Wisconsin Junction.....	Payfield.....	178.24	204	37.55	140.59	35.75	203	21,330	71.54	170	24,284	70.95
Ashland Junction.....	Ashland.....	1.31	5	.83	3.85	.43	8	685	1.97	5	1,585	1.98
Ashland Shore Line.....	Itasca street switch.....	1.38	7	.40	.91	.90	1	15	1.06	1	130	.35
Superior Junction.....	Superior.....	60.57	61	11.14	44.43	13.96	43	5,125	16.64	66	9,673	29.97
Superior Short Line Jct.....	Rice's Point, Duluth.....	6.30	6	1.51	4.79	2.52	5	320	1.51	9	505	2.27
Rice's Point, Duluth.....	St. P. & D. conn., Duluth.....	2.60	5	.41	2.19	2.80	1	22	.10	2	165	4.48
Superior Short Line.....	South Shore Line Ry.....	.58	2	.21	.37	.10	.....	.....	.....	2	180	.48
Connor's Point.....	South Shore Line Ry.....	1.40	3	.27	1.13	.50	2	60	.47	3	100	.43
St. Paul.....	Le Mars.....	243.76	185	44.18	199.58	82.49	319	23,775	86.78	290	18,488	74.49
Lake Crystal.....	Elmore.....	43.48	22	4.90	38.58	15.96	64	8,292	16.81	45	3,005	10.63
Lake Crystal.....	Pipesone.....	55.10	44	7.97	47.13	25.15	112	8,655	24.15	73	5,580	15.84
Lacrosse.....	Duon.....	28.00	14	3.43	24.57	11.93	6	880	4.72	33	4,090	14.33
St. Louis Falls Junction.....	Mitchell.....	130.73	97	23.41	107.32	34.10	142	14,620	43.03	172	17,827	53.60
Missouri river.....	Onasha.....	120.81	148	24.10	96.71	32.53	110	12,622	34.46	150	13,850	53.82
Missouri river.....	Transfer.....	2.25	5	.70	1.55	.64	1	60	.38	2	182	1.23
Coburn Junction.....	New Castle.....	26.95	51	6.00	20.95	7.93	63	3,216	15.32	22	1,476	3.60
Emerson.....	Norfolk.....	46.50	51	9.75	38.75	12.65	46	5,470	20.85	49	9,597	13.00
Wakefield.....	Hartington.....	33.76	19	3.47	30.29	7.17	56	2,337	17.27	29	2,415	9.32
Wayne.....	Bloomfield.....	43.14	27	4.26	38.88	8.73	70	7,141	22.82	31	4,625	11.59
Total.....	Total.....	1,422.64	1,376	259.11	1,163.53	364.81	1,699	16,259.83	536.70	1,572	1,599,613	521.13

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Lowest Above Surface of Rail.
Bridges—					Overhead Highway Crossings—		Ft. In.
Stone.....	28	217	3	10	Bridges	13	17 6
Iron.....	9	2,161	14	1,321	Total	13	.....
Wooden.....	3	370	48	152	Overhead Railway Crossings—		
Total.....	40	2,748	.....	.....	Bridges	3	17 6
Trestles.....	679	42,097	8	4,732			

Gauge of track, 4 feet, 8½ inches. 367.35 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
359.45	2,174.80	Western Union Telegraph Co.....	Western Union Telegraph Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

The Chicago, St. Paul, Minneapolis & Omaha R'y Co. paid mileage to individuals, co-operative fast freight lines and stock companies during the year ending June 30, 1896, as follows:

To WHOM PAID.	RATE, CENTS.				Amount.
	Common.	Refrigerator.	Tank.	Sleeping Car.	
FREIGHT CAR MILEAGE.					
Armour Car Line, The.....	6-10	1			\$1,878.77
Anglo-American Refrigerator Car Co.....		1	3-4		580.77
American Refrigerator Transit Co.....			3-4		733.22
Arms Palace Horse Car Co.....	6-10				39.31
American Tank Line.....			3-4		2.89
American Cereal Co. Dispatch.....	6-10				14.36
American Live Stock Transportation Co.....	6-10				10.50
Archer & Co.....			3-4		8.95
American Cotton Oil Co.....			3-4		8.83
Burton Stock Car Co.....	6-10				34.24
Barrett & Barrett.....	6-10				14.40
Boyd, Lunham & Cos.' Provision Ex.....		3-4			.24
Blue Line.....	6-10				1,938.12
Canada Southern Line.....	6-10				1,220.46
Chicago Refrigerator Car Line.....		3-4			85.50
Canadian Pacific Dispatch.....	6-10				59.95
California Fruit Trans.....		3-4			346.60
Continental Fruit Express.....		3-4			188.69
Crocker Chair Co.....	6-10				84.11
Cudahy Refrigerator Line.....		1	3-4		3,625.79
Cudahy Milwaukee Refrigerator Line.....		1			20.48
Canda Cattle Car Co.....	6-10				1,419.36
Commerce Dispatch Line.....	6-10				18.19
Corle Oat Meal Co.....	6-10				3.28
Cold Blast Transportation Co.....		3-4			5.10
Cedar Rapids Refrigerator Express.....		3-4			2.76
Craig Oil Co.....			3-4		2.89
Central Equipment Co.....	6-10				9.12
Commercial Express Line.....	6-10				695.79
Cupples, Samuel, W. W. Co.....	6-10				9.35
Eric Dispatch.....	6-10				9.10
Empire Line.....	6-10	3-4			53.02
Empire Oil Works.....			3-4		2.89
Great Eastern Line.....	6-10				6.41
Goodell Refrigerator Co.....		3-4			15.16
Globe Refining Co.....			3-4		20.25
Havens, G. B. & Co.....	6-10				35.35
Heim, Fred, Brewing Co.....		3-4			1.84
Hodgman, G. B., Mfg. Co.....	6-10				.65
Hammond, G. H., Co. The, Refrigerator Line.....		1			609.36
Hicks' Stock Car Co.....	6-10				18.39
International Fruit Dealers' Dispatch.....		3-4			12.48
J. E. B. Furniture Co.....	6-10				4.86
Jacob Cold Packing Co.....		1			30.72
Krug, Fred, Brewing Co.....		3-4			13.49
Keystone Palace Horse Car Co.....	6-10				6.91
Kansas City Dressed Beef Line.....	6-10	1			1,178.10
Kentucky Refining Co.....			3-4		13.23
Kansas City Milling Co.....	6-10				.39
Kansas City Refrigerator Car Co.....		3-4			8.22
Kingan Refrigerator Line.....		3-4			1.84
Kansas Manufacturers Dispatch.....	6-10				3.26
Live Poultry Transportation Co.....	6-10				7.20
Laurel Hill Car & Coal Co.....	6-10				5.72
Lipton Refrigerator Line.....		3-4			3.04
Merchants Dispatch Trans Co.....	6-10	3-4			855.92
Menasha Woodenware Co.....	6-10				41.27
Mattoon Manufacturing Co.....	6-10				9.29
Mann Bros.....	6-10				19.67
Minneapolis Stock Yards & Packing Co.....		3-4			150.74
Mather Horse & Stock Car Co.....	6-10				3.47
New York Dispatch Refrigerator Line.....		3-4			20.17
Nickel Plate Line.....	6-10				893.28

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CAR MILEAGE.—Continued.

TO WHOM PAID.	RATE, CENTS.				Amount.
	Common.	Refrigerator.	Tank.	Sleeping Car.	
FREIGHT CAR MILEAGE.					
New England Car Co.....	6-10				\$17.43
National Dispatch Line.....	6-10	3-4			28.22
National Linseed Oil Co.....			3-4		299.99
Overland Fruit Dispatch.....		3-4			11.96
Omaha Packing Co. Tank Line.....		3-4			11.70
Omaha Brewing Association.....		3-4			30.38
Peavey Grain Line Co.....	6-10				8.02
Pabst Refrigerator Line.....		1-4			157.33
Paragon Refining Co.....			3-4		2.90
Provision Dealers Dispatch.....			3-4		6.00
Rock Falls Manufacturing Co.....	6-10				10.00
Red Line Transit Co.....	6-10				1,517.42
Schoenhofen Brewing Co., Refrigerator Line.....		3-4			75.24
Shippers' Refrigerator Car Co.....		3-4			.31
Sun Oil Co.....			3-4		15.90
Street's Western Stable Car Co.....	6-10				3,927.28
St. Louis Refrigerator Car Co.....		3-4			146.10
St. Charles Car Co.....	6-10				54.88
Swift Refrigerator Line.....	6-10	1			4,845.17
St. Paul Refrigerator Car Co.....	1	1			881.40
Southern Iron Car Line.....	6-10				6.39
Southern Dispatch Lumber Line.....	6-10				4.64
Southwestern Refrigerator Dispatch.....		3-4			43.84
Southern Oil Tank Line.....			3-4		2.90
Southeastern Line.....	6-10				1.64
Salina Mill & Elevator Co.....	6-10				1.48
Santa Fe Refrigerator Co.....		3-4 & 1			15.94
Union Tank Line.....	6-10		3-4		2,135.48
Union Refrigerator Transit Co.....	6-10	3-4			3,118.88
Western Refrigerator Express.....		3-4			80.44
White Star Transportation Co.....		3-4			56.79
White Line.....	6-10				16.94
Total freight.....					\$34,654.18
PASSENGER CAR MILEAGE.					
Pullman Palace Car Co.....				5 and 1	25,536.83
Wagner Palace Car Co.....				3 & 1½	14,129.44
Total freight and passenger.....					\$74,320.45

Chicago Great Western Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Chicago Great Western Railway Company.

2. Date of organization? January 5, 1892.

3. Under laws of what government, state or territory organized? If more than one name all; give reference to each statute and all amendments thereof. Organized under General Laws of State of Illinois. Articles of incorporation filed with Secretary of State for State of Illinois January 16, 1892.

4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. Not a consolidated company.

5. Date and authority for each consolidation? Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. A reorganized company. Organized for the purpose of reorganizing the Chicago, St. Paul & Kansas City Railway Company. The Chicago, St. Paul & Kansas City Railway Company was organized under the General Laws of the State of Iowa.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
H. A. Gardner.....	Chicago, Ill.....	September, 1896
H. E. Fletcher.....	Minneapolis, Minn.....	September, 1896
A. Oppenheim.....	St. Paul, Minn.....	September, 1896
S. C. Stickney.....	St. Paul, Minn.....	September, 1897
C. W. Benson.....	St. Paul, Minn.....	September, 1897
J. W. Lusk.....	St. Paul, Minn.....	September, 1897
Wm. Dawson.....	St. Paul, Minn.....	September, 1898
A. Kalman.....	St. Paul, Minn.....	September, 1898
A. B. Stickney.....	St. Paul, Minn.....	September, 1898

FINANCE COMMITTEE.

Rt. Hon. Wm. Ledderdale.....	London, England
Mr. Alexander F. Wallace.....	London, England
Mr. Howard Gilliot.....	London, England
C. Sligo de Pouthouier.....	London, England
Mr. Edwin Waterhouse.....	London, England

Total number of stockholders at date of last election? 1,446.

Date of last meeting of stockholders for election of directors? September 5, 1895.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	A. B. Stickney.....	St. Paul, Minn.
President	A. B. Stickney.....	St. Paul, Minn.
Vice president.....	A. Oppenheim.....	St. Paul, Minn.
Vice president.....	A. Kalman.....	St. Paul, Minn.
Vice president.....	C. W. Benson.....	St. Paul, Minn.
Secretary.....	R. C. Wight.....	St. Paul, Minn.
Treasurer.....	C. O. Kalman.....	St. Paul, Minn.
Attorney, or general counsel.....	Daniel W. Lawler.....	St. Paul, Minn.
Vice president and auditor.....	W. B. Bend.....	St. Paul, Minn.
General manager.....	Samuel C. Stickney.....	St. Paul, Minn.
Chief engineer.....	H. Fernstrom.....	St. Paul, Minn.
General superintendent.....	C. Shields	St. Paul, Minn.
Ass't general superintendent.....	J. Berlingett.....	St. Paul, Minn.
Division superintendent.....	J. A. Kelly.....	Chicago, Ill.
Division superintendent.....	B. F. Egan.....	Des Moines, Iowa
Division superintendent.....	J. C. Ford.....	Oelwein, Iowa
Supt. of telegraph.....	J. Berlingett.....	St. Paul, Minn.
General freight agent	P. C. Stohr.....	St. Paul, Minn.
Ass't general freight agent.....	F. H. Tibbits.	Chicago, Ill.
General passenger agent.....	F. H. Lord.....	Chicago, Ill.
Ass't gen. passenger agent.....	H. D. Badgley.....	Chicago, Ill.
General ticket agent.....	F. H. Lord.....	Chicago, Ill.
Ass't general ticket agent.....	H. D. Badgley.....	Chicago, Ill.
General baggage agent.....	John Colley.....	Chicago, Ill.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

1. Railroad line represented by Capital Stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To.		
1. Chicago Great Western Ry. Co.—				
a.....	{ St. Paul, Minn.....	Dubuque, Iowa.....	253.53	
	{ Aiken, Ill.....	Forest Home, Ill.....	146.73	
	{ Oelwein, Iowa.....	Des Moines, Iowa.....	130.33	
	{ Des Moines, Iowa.....	St. Joseph, Mo.....	159.25	
	{ Bee Creek, Mo.....	Beverly, Mo.....	23.00	
				712.84
b.....	{ Hayfield, Minn.....	Manley Junction, Iowa	47.20	
	{ Sumner, Iowa.....	Hampton, Iowa.....	63.95	
	{ Cedar Falls, Iowa.....	Wilson Junction, Iowa	7.48	
	{ Valeria, Iowa.....	Coal Mines, Iowa.....	3.20	
	{ Eden, Minn.....	Wasioja, Minn.....	4.00	
	{ Sycamore, Ill.....	De Kalb, Ill.....	5.81	
				131.64
5. St. Paul & Northern Pacific R.R.	Minneapolis, Minn.....	St. Paul, Minn.....	10.56	
Dunleith & Dubuque Bridge.....	Dubuque, Iowa.....	East Dubuque, Ill.....	.59	
Illinois Central R. R.....	East Dubuque, Ill.....	Portage Curve, Ill.....	13.23	
Chicago, Burlington & Northern	Portage Curve, Ill.....	Aiken, Ill.....	1.85	
Des Moines Union Ry.....	In city of Des Moines,	Iowa.....	2.26	
Kansas City Sup. Belt Ry.....	In city of Kansas City,	Kansas and Missouri...	2.50	
Kansas City, St. J. & C. Bluffs...	In city of St. Joseph,	Mo.....	.81	
St. Joseph Terminal Co.....	In city of St. Joseph,	Mo.....	.39	
Kansas City Northwestern R.R.	Leavenworth, Kan.....	Kansas City, Kan.....	27.91	
Atchison, T. & Santa Fe R. R.....	In city of Leavenworth,	Kan.....	2.46	
Leavenworth, Topeka & S. W.....	In city of Leavenworth,	Kan.....	1.40	
Chicago, Rock Island & Pacific...	Beverly, Mo.....	Stillings, Mo.....	3.59	
Leavenworth Ter. & Bridge Co.	Stillings, Mo.....	Leavenworth, Kan.....	1.36	
Chicago & Northern Pacific.....	Forest Home, Ill.....	Chicago, Ill.....	10.18	
Atchison, Topeka & Santa Fe.....	St. Joseph, Mo.....	Bee Creek, Mo.....	7.63	
				86.72
Total.....				931.20

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate Per Ct.	Amount.
Capital stock, common.....	300,000	\$100.00	\$30,000,000	\$20,809,145.00	.....	.....
Capital stock, preferred <i>a</i>	150,000	100.00	15,000,000	11,156,400.00	5	.....
Capital stock, preferred <i>b</i>	100,000	100.00	10,000,000	7,444,190.00	4	.....
Guaranteed 4 per cent debenture stock.....	150,000	100.00	15,000,000	11,631,000.00	4	*\$321,908.20
Scrip redeemable in debenture stock at par.....	.....	.....	.....	76,871.99	.....	† 148,582.00
Total.....	700,000	\$100.00	\$70,000,000	\$51,117,706.99	.....	\$470,490.20

*Cash. †Scrip.

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized
4 per cent debenture stock and scrip, issued during the year for cash.....	1,845.42	\$176,794.44	24,109.7199	\$1,954,583.77
Issued for securities C., St. P. & K. C.—				
4 per cent debenture stock.....	140	} No cash realized.	92,970	.....
5 per cent preferred stock <i>a</i>	168		111,564	.....
4 per cent preferred stock <i>b</i>		74,441.9	* 1,301,615.00
Common stock.....	1		208,091.45
Total.....	2,154.42	\$176,794.44	511,177.0699	\$3,256,198.77

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.*	Interest.			
	Date Issue.	When Due.					Rate. Per Ct.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
Miscellaneous obligations	\$2,823,150	\$2,823,150	\$2,823,150	.....	5	{ Jan. 1, { July 1.	\$141,157.50	\$41,157.50
Total.....	\$2,823,150	\$2,823,150	\$2,823,150	.....	.....	.....	\$141,157.50	\$41,157.50

* Issued to fund interest on first mortgage bonds, Chicago, St. Paul & Kansas City R'y.

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FUNDED DEBT—Continued.

EQUIPMENT TRUST OBLIGATIONS.

A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
1. Railway Equipment Co. of Minnesota (Series A)...	May 28, 1891.....	10 years.....	10	{ 2,000 box cars, 40 furniture cars, 4 second class coaches, 1 baggage express car, 12 first class coaches, 3 mail express cars, 3 baggage express cars Total cars, 2,063. 40 locomotives. 10 locomotives.
2. Series B	Dec. 26, 1891....	10 years.....	10	

B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	Cash Paid on Delivery of Equip-ment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.				
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.	Am't Accrued during Year.	Amount Paid during Year.	Rate, Per Cent.
1. Series A.....	.....	\$1,524,539.31	\$1,143,404.51	See page 20	See page 20	\$89,352.45	\$89,648.24	6 and 7
2. Series B.....	\$9,500.00	80,000.00	64,000.00	See page 20	See page 20	4,620.00	4,923.33	7
Total.....	\$9,500.00	\$1,604,539.31	\$1,207,404.51	.....	.....	\$93,972.45	\$94,571.57	.....

REMARKS—The equipment remains the property of the Railway Equipment Co. of Minnesota until payment of the lease warrants, and monthly interest thereon.

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EXPLANATORY REMARKS.

Statement of Amount—The amount of interest accrued (shown on table, \$93,972.45) is rental paid during year for leased equipment.
 "Original amount, deferred payments, interest," does not appear on the company's books, but is paid monthly and charged as rental of equipment.

RECAPITULATION OF FUNDED DEBT.

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CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....				
Miscellaneous obligations—page 19.....	\$2,823,150.00	\$2,823,150.00	\$141,157.50	\$141,157.50
Income bonds—page 19.....				
Equipment trust obligations—page 21.....	1,604,539.31	1,207,404.51	93,972.45	91,571.57
Total.....	\$4,427,689.31	\$4,030,554.51	\$235,129.95	\$235,729.07

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$472,599.31	Receiver's certificates.....	\$1,210,600.68
Bills receivable.....	60,000.00	Loans and bills payable.....	526,388.52
Due from agents.....	103,616.09	Audited vouchers and accounts.....	313,166.28
Due from solvent companies and individuals.....	211,441.33	Dividends not called for.....	25,200.00
Other cash assets (excluding materials and supplies)*.....	49,628.56	Matured interest coupons unpaid (including coupons due July 1).....	70,578.75
Total cash and current assets.....	\$897,285.29	Miscellaneous.....	115,353.69
Balance current liabilities.....	1,364,002.63	Total current liabilities.....	\$2,261,287.92
Total.....	\$2,261,287.92	Total.....	\$2,261,287.92

* Materials and supplies on hand, \$213,248.45. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$51,117,706.99	\$51,117,706.99	.....	844.48	\$50,532.00
Bonds—page 19 (grand total)	2,823,150.00	2,823,150.00	.....	844.48	3,313.00
Equipment trust obligations—page 21.....	1,207,401.51	1,207,401.51	.....	844.48	1,429.00
Total.....	\$55,148,261.50	\$55,148,261.50	.....	844.48	\$55,304.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of Which are Included in the Income Account.—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Chicago Great Western R'y Co.....	\$51,117,706.99	\$4,030,554.51	\$55,148,261.50	844.48	\$55,304.00
Total.....	\$51,117,706.99	\$4,030,554.51	\$55,148,261.50	844.48	\$55,304.00

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$16,717.39	\$1,555.95	\$18,273.34	21.64
Other real estate.....	15,663.70	712.50	16,276.20	19.27
Fences.....	683.80	341.54	1,025.34	1.21
Grading, bridge and culvert masonry	64,663.34	69,969.69	134,633.03	159.42
Bridges and trestles.....	71,263.61	41,354.66	112,598.27	133.33
Rails.....	14,997.58		14,997.58	17.76
Ties.....	31,189.34	153,904.54	185,093.88	219.18
Buildings, furniture and fixtures.....	41,234.27	7,076.98	48,311.25	57.21
Discount on securities sold for construction	7,747.56	448,640.66	456,388.22	540.44
Sidings and yard extensions.....	32,682.49	6,463.46	39,145.95	46.35
Terminal facilities and elevators.....	74,838.66	40,979.93	115,818.59	137.15
Purchase of constructed road.....		50,143,138.58	50,143,138.58	59,377.53
Other items.....	13,597.40	13,777.90	22,375.30	32.41
Total construction.....	\$385,179.14	\$50,927,896.39	\$51,313,075.53	\$60,762.92
EQUIPMENT—				
Locomotives.....	2,581.50	757,302.10	759,883.60	899.82
Passenger cars.....	38,834.12	246,544.70	285,378.82	337.93
Sleeping, parlor, and dining cars.....		33,242.43	33,242.43	39.37
Baggage, express, and postal cars.....		38,800.00	38,800.00	45.95
Combination cars.....		22,650.00	22,650.00	26.82
Freight cars.....	188,034.51	1,016,591.89	1,204,676.40	1,426.53
Other cars of all classes.....		28,240.80	28,240.80	33.44
Total equipment.....	\$229,500.13	\$2,143,371.92	\$2,372,872.05	2,809.86
Grand total cost.....	\$614,679.27	\$53,071,268.31	\$53,685,947.58	\$63,572.78
Total cost—State of Minnesota.....	104,495.48	9,022,115.61	9,126,611.09	64,249.29

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$4,704,160.52	
Less operating expenses—page 45.....	3,652,872.40	
Income from operation.....		\$1,051,288.12
Dividends on stocks owned—page 37.....	\$3,660.00	
Income from other sources.....		5,660.00
Total income.....		\$4,056,948.12
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$235,129.95	
Interest on interest bearing current liabilities, accrued, not otherwise provided for.....	45,334.31	
Taxes.....	144,000.00	
Total deductions from income.....		\$424,464.26
Net income.....		\$632,483.86
Guaranteed interest, accrued on 4 per cent debenture stock.....	\$470,490.20	
Total.....		470,490.20
Surplus from operations of year ending June 30, 1896.....		\$161,993.66
Deficit on June 30, 1895 (from "general balance sheet," 1895 report).....		370,561.91
Deficit on June 30, 1896 (for entry on "general balance sheet," page 49).....		\$208,568.25

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re-payments, etc	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$136,814.03		
Total passenger revenue.....			\$136,814.03
Mail.....	\$16,209.73		
Express.....	12,072.00		
Extra baggage and storage.....	2,226.28		
Other items.....	16,490.26		
			46,998.27
Total passenger earnings.....			\$183,812.30
FREIGHT—			
Freight revenue.....	\$566,895.44		
Total freight revenue.....			\$566,895.44
Total freight earnings.....			\$566,895.44
Total passenger and freight earnings.....			\$750,707.74
OTHER EARNINGS FROM OPERATION—			
Rents from tracks, yards and terminals—page 41....	\$774.96		
Rents not otherwise provided for.....	1,240.58		
Other sources.....	593.36		
Total other earnings.....			\$2,608.90
Total gross earnings from operation—Minnesota.....			\$753,316.64
Total gross earnings from operation—entire line.....			\$4,704,160.52

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STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Chicago Great Western R'y Co.—				
4 per cent debenture stock	\$66,500.00	4	\$2,660.00	\$66,500.00
5 per cent preferred stock "a"	79,800.00	5		79,800.00
Chicago Union Transfer R'y Co.....	80,000.00			50,827.77
Minnesota Transfer R'y Co.....	7,000.00			7,000.00
Minnesota & Northwestern R. R. Co.....	120,000.00			25,845.24
St. Paul Union Depot Co.....	50,000.00		3,000.00	50,000.00
DeKalb & Great Western R'y Co.....	100,000.00			100,000.00
Debenture stock scrip.....	6,650.00			6,650.00
Minn. & Northwestern R. R., Minnesota	6,843,700.00			1.00
Minn. & Northwestern R. R., Illinois.....	500,000.00			1.00
Dubuque & Northwestern R. R.....	157,300.00			1.00
Dubuque & Dakota R. R.....	566,600.00			1.00
Wisconsin, Iowa & Nebraska.....	637.43			100.00
Total.....	\$8,578,187.43		\$5,660.00	\$386,727.01

B. Other Stocks.

Interstate Investment Trust, Limited.....	\$317,600.00			\$312,600.00
Iowa Development Co.....	150,000.00			150,000.00
St. Charles Hotel & Park Co.....	20,129.20			20,129.20
Total.....	\$487,729.20			\$482,729.20
Grand total, A and B.....	\$9,065,916.63		\$5,660.00	\$869,456.21

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Yards.....	East Minneapolis, Minn.	Northern Pacific R. R.....	\$179.28	\$179.28
Terminals.....	Lyle, Minn	Illinois Central R. R.....	\$595.68	595.68
Grand total.....				\$774.96

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$404,741.70
Renewals of rails.....	13,588.68
Renewals of ties.....	84,907.54
Repairs and renewals of bridges and culverts.....	80,322.09
Repairs and renewals of fences, road crossings, signs and cattle guards.....	13,096.90
Repairs and renewals of buildings and fixtures.....	37,945.97
Repairs and renewals of telegraph.....	6,146.03
Stationery and printing.....	6,691.80
Other expenses.....	2,789.10
Total.....	\$650,229.81

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$4,940.22
Repairs and renewals of locomotives.....	174,252.40
Repairs and renewals of passenger cars.....	73,967.09
Repairs and renewals of freight cars.....	259,751.97
Repairs and renewals of shop machinery and tools.....	11,950.52
Stationery and printing.....	5,576.51
Other expenses.....	11,937.46
Total.....	\$542,376.17

CONDUCTING TRANSPORTATION.

Superintendence.....	\$14,820.66
Engine and roundhouse men.....	310,353.35
Fuel for locomotives.....	330,770.02
Water supply for locomotives.....	20,183.99
Oil, tallow and waste for locomotives.....	12,956.37
Train service.....	231,819.30
Train supplies and expenses.....	41,187.96
Switchmen, flagmen and watchmen.....	64,819.99
Telegraph expenses.....	85,509.97
Station service.....	245,402.02
Station supplies.....	23,434.36
Switching charges—balance.....	93,988.35
Car mileage—balance.....	40,884.06
Loss and damage.....	38,272.51
Injuries to persons.....	41,083.21
Clearing wrecks.....	10,247.22
Advertising.....	57,099.48
Outside agencies.....	114,958.02
Commissions.....	11,787.07
Stockyards and elevators.....	6,730.32
Rents for tracks, yards and terminals—page 47, B.....	342,629.69
Stationery and printing.....	22,306.03
Other expenses.....	30,878.75
Total.....	\$2,192,072.70

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OPERATING EXPENSES.—*Continued.*

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$54,929.70
Salaries of clerks and attendants.....	89,849.77
General office expenses and supplies.....	26,450.27
Insurance.....	18,000.00
Law expenses.....	28,693.20
Stationery and printing (general offices).....	2,602.37
Other expenses.....	47,668.41
Total.....	<u>\$268,193.72</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$650,229.81
Maintenance of equipment.....	542,376.17
Conducting transportation.....	2,192,072.70
General expenses.....	268,193.72
Grand total.....	<u>\$3,652,872.40</u>
Percentage of expenses to earnings—entire line.....	77.65

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$104,036.77
Maintenance of equipment.....	86,780.19
Conducting transportation.....	352,849.06
General expenses.....	42,910.99
Total.....	<u>\$586,577.01</u>
Percentage of expenses to earnings—Minnesota.....	77.86

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Dubuque to East Dubuque, Ill.....	Dunleith & Dubuque Bridge Co.....	\$30,000.00	.....
Tracks.....	East Dubuque to Portage Curve.....	Illinois Central R. R.....	21,077.40	.....
Tracks.....	Minneapolis to St. Paul.....	St. Paul & Northern Pacific.....	47,714.62	.....
Tracks.....	Portage Curve to Aiken, Ill.....	Chicago, Burlington & Northern.....	8,147.84	.....
Tracks.....	Minnesota Transfer, Minn.....	Minnesota Transfer R'y.....	5,600.00	.....
Tracks.....	Beverly to Stillings, Mo.....	Chicago, Rock Island & Pacific.....	12,000.00	.....
Tracks.....	Stillings, Mo., to Leavenworth.....	Leavenworth Terminal & Bridge Co.....	13,166.66	.....
Tracks.....	Leavenworth to Kansas City, Kan.....	Kansas City Northwestern.....	26,027.06	.....
Tracks.....	In City of Leavenworth.....	Leavenworth, Topeka & Southwestern.....	400.00	.....
Tracks.....	In City of Leavenworth.....	Atchison, Topeka & Santa Fe.....	7,341.64	.....
Tracks.....	St. Joseph, Mo., to Bee Creek.....	DeKalb & Great Western.....	1,845.00	.....
Tracks.....	Sycamore, Ill., to DeKalb.....	.....	.....	\$158,350.22
Yards.....	Minneapolis, Minn.....	Minneapolis & St. Louis.....	\$600.00	.....
Yards.....	St. Joseph, Mo.....	Kansas City, St. Joseph & Council Bluffs.....	10,500.00	.....
Yards.....	St. Joseph, Mo.....	St. Joseph Terminals.....	2,749.92	.....
Yards.....	Leavenworth, Kan.....	Union Pacific R'y.....	1,300.00	.....
Yards.....	Leavenworth, Kan.....	Leavenworth Union Depot Co.....	800.00	.....
Yards.....	St. Paul, Minn.....	St. Paul Union Depot Co.....	2,993.56	.....
Yards.....	DeKalb, Ill.....	Chicago & North-Western.....	143.00	.....
Yards.....	Manley Junction, Iowa.....	Burlington, Cedar Rapids & Northern.....	100.00	.....
Yards.....	Leavenworth, Kan.....	J. W. Harris.....	440.00	.....
Yards.....	.....	.....	.....	\$19,626.48
Terminals.....	Chicago, Ill.....	Chicago, Rock Island & Pacific.....	\$150,000.00	.....
Terminals.....	Des Moines, Iowa.....	Des Moines Union.....	8,932.99	.....
Terminals.....	Kansas City, Kan.....	Kansas City Suburban Belt R'y.....	5,700.00
Terminals.....	\$164,632.99
Grand total.....	\$342,629.69

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

6. See folio 17.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Co. receives and delivers goods at express cars and pays a fixed annual sum per mile of road for the use of the railway company's express cars and the hauling of same in passenger trains, but the annual sum paid shall in no case be less than 40 per cent of the gross earnings of the express company on the line of the Chicago Great Western R'y Co.

2. The United States Government pays on basis of amount and character of service.

3. The Mann Boudoir Sleeping Car Co., operated by the Pullman Company, furnishes the necessary number of sleeping cars, and is paid on basis of miles run by cars. The sleeping car company receives the revenue derived from sales of seats and berths and pays extra attendants in charge of cars. No parlor cars in use on the Chicago Great Western R'y. The dining cars are operated by the railway company.

4. There are no freight or transportation companies operating over this railway. Through billing arrangements with all connecting lines.

5. With Minnesota Transfer R'y Co., for use of yards and tracks at Minnesota Transfer, for which this company pays $\frac{1}{5}$ of 5 per cent per annum on the bonds of the Minnesota Transfer R'y Co. With St. Paul & Northern Pacific R. R., for use of yards and tracks at East Minneapolis and trackage between St. Paul and Minneapolis, Minn., for which this company pays its proportion, based on wheelage, of 6 per cent per annum on the cost of the property.

5. With Minneapolis & St. Louis R'y Co., for use of tracks in Minneapolis, Minn., for which this company pays \$600 per annum.

7. The Postal Telegraph Cable Co. operates the telegraph lines and by contract furnishes the necessary wires and facilities to the railway company for the transaction of its business on the lines of the road. Operators at railway stations are paid by railway company and perform service for the telegraph company. Operators at city or outside offices are paid by telegraph company. Material for maintenance is supplied by telegraph company and labor for maintenance is furnished by the railway company. The telegraph company receives all revenue derived from commercial business.

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CONTRACTS, AGREEMENTS, ETC.—*Continued.*

8. The Northwestern Telephone Exchange Co. furnishes telephones at various points on the line where required, and is paid a fixed monthly sum for the use of the instruments.

9. With Railway Equipment Co. of Minnesota, for equipment leased by the railway company, on which it agrees to pay 5 per cent of its cost on the first day of each June, for nine consecutive years, commencing June 1, 1892, and the balance on the first day of June, 1901, on equipment covered by contract, dated Dec. 26, 1891, and on the first day of each January, for nine consecutive years, commencing Jan. 1, 1893, and the balance on the first day of January, 1902, and agrees to pay as rental, in monthly installments, 7 per cent per annum on the unpaid principal. All these sums are represented by lease warrants, and when all are paid the equipment becomes the property of the railway company.

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SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION—5 per cent sterling priority loan, secured by detached maturing coupons, covered by this loan, the coupons becoming lien prior to the principal and their rights preserved.

Rolling stock lease warrants, covering leased rolling stock, specified on page 21.

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers.....	11	4, 015	\$56, 400.00	\$14.05
Other officers	11	4, 015	26, 040.00	6.48
General office clerks.....	115	41, 975	77, 302.20	1.84
Station agents.....	24	8, 877	15, 280.54	1.72
Other station men.....	31	11, 446	16, 320.19	1.42
Enginemen.....	22	8, 176	28, 416.77	3.48
Firemen	22	8, 176	16, 599.46	2.03
Conductors	17	6, 190	17, 696.93	2.86
Other trainmen	38	14, 016	18, 773.89	1.34
Machinists	12	4, 263	9, 732.86	2.28
Carpenters	22	8, 059	14, 160.00	1.75
Other shopmen	42	15, 242	36, 071.08	2.36
Section foremen	24	8, 818	13, 507.20	1.53
Other trackmen.....	76	27, 915	34, 551.36	1.24
Switchmen, flagmen and watchmen.....	13	4, 205	9, 732.67	2.31
Telegraph operators and dispatchers.....	15	5, 314	8, 876.64	1.67
All other employes and laborers.....	39	14, 470	24, 763.96	1.71
Total (including general officers) Minnesota	534	195, 172	\$424, 225.75	\$2.17
Less general officers.....	11	4, 015	56, 400.00	14.05
Total (excluding general officers) Minnesota	523	191, 157	\$367, 825.75	\$1.92
DISTRIBUTION OF ABOVE—				
General administration.....	137	50, 005	159, 742.20	3.19
Maintenance of way and structures.....	125	45, 568	65, 715.70	1.44
Maintenance of equipment	84	30, 603	65, 164.37	2.13
Conducting transportation	188	68, 996	133, 603.48	1.94
Total (including general officers) Minnesota	534	195, 172	\$424, 225.75	\$2.17
Less general officers.....	11	40, 115	56, 400.00	14.05
Total (excluding general officers) Minnesota	523	191, 157	\$367, 825.75	\$1.92
Total (including general officers) entire line	2, 620	953, 285	1, 756, 364.38	1.84

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Total passenger revenue—page 35.....		\$136, 814.03
Total passenger earnings—page 35.....		183, 812.30
Passenger earnings per mile of road.....		1, 204.46
FREIGHT TRAFFIC—		
Total freight revenue—page 35.....		566, 895.44
Average amount received for each ton of freight.....		3, 714.67
Total freight earnings—page 35.....		566, 895.44
Freight earnings per mile of road.....		3, 714.67
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		703, 709.47
Passenger and freight revenue per mile of road.....		4, 611.16
Passenger and freight earnings—page 35.....		750, 707.74
Passenger and freight earnings per mile of road.....		4, 919.13
Gross earnings from operation—page 35.....		753, 316.64
Gross earnings from operation per mile of road.....		4, 936.22
Operating expenses—page 45.....		586, 577.01
Operating expenses per mile of road.....		3, 843.63
Income from operation—page 31.....		166, 739.63
Income from operation per mile of road.....		1, 029.59
TRAIN MILEAGE—		
Miles run by passenger trains.....		
Miles run by freight trains.....	337, 151	
Total mileage trains earning revenue.....	290, 004	
Miles run by switching trains.....	627, 155	
Miles run by construction and other trains.....	130, 560	
	6, 543	
Grand total train mileage.....	764, 258	
Mileage of loaded freight cars—north or east.....	3, 122, 181	
Mileage of loaded freight cars—south or west.....	1, 805, 306	
Mileage of empty freight cars—north or east.....	240, 186	
Mileage of empty freight cars—south or west.....	1, 554, 164	
Average number of freight cars in train.....	22.91	
Average number of loaded cars in train.....	16.78	
Average number of empty cars in train.....	6.13	
Average number of tons of freight in train (cars and contents).....	519.78	

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	1,034,761			
Number of passengers carried one mile.....	39,869,805			
Number of passengers carried one mile per mile of road.....	42,815½			
Average distance carried.....	33.53			
Total passenger revenue—page 35.....		\$855,087.70		
Average amount received from each passenger.....			.82.64	
Average receipts per passenger per mile.....			.02.144	
Total passenger earnings—page 35.....		1,148,826.95		
Passenger earnings per mile of road.....		1,233.70.591		
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	1,376,579			
Total freight revenue—page 35.....		3,543,096.51		
Average amount received for each ton of freight.....			2.57	
Total freight earnings—page 35.....		3,543,096.51		
Freight earnings per mile of road.....		3,804.87		
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		4,398,184.21		
Passenger and freight revenue per mile of road.....		4,723.14		
Passenger and freight earnings—page 35.....		4,691,923.46		
Passenger and freight earnings per mile of road.....		5,038.58		
Gross earnings from operation—page 35.....		4,704,160.52		
Gross earnings from operation per mile of road.....		5,051.72		
Operating expenses—page 45.....		3,652,872.40		
Operating expenses per mile of road.....		3,922.76		
Income from operation—page 31.....		1,051,288.12		
Income from operation per mile of road.....		1,128.96		
TRAIN MILEAGE—				
Miles run by passenger trains.....	1,893,506			
Miles run by freight trains.....	2,085,940			
Total mileage trains earning revenue.....	3,979,446			
Miles run by switching trains.....	424,788			
Miles run by construction and other trains.....	120,472			
Grand total train mileage.....	4,524,706			
Mileage of loaded freight cars—north or east.....	17,884,400			
Mileage of loaded freight cars—south or west.....	14,371,480			
Mileage of empty freight cars—north or east.....	3,470,820			
Mileage of empty freight cars—south or west.....	6,785,169			
Average number of freight cars in train.....	19.20			
Average number of loaded cars in train.....	14.57			
Average number of empty cars in train.....	4.63			
Average number of tons of freight in train (cars and contents).....	481.61			

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

Total tonnage, entire line..... 1,376,579

(Page 62.)

EXPLANATORY REMARKS.

The information called for on opposite page cannot be given.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipm't Fitted with Automatic Coupler.	
			Number.	Name.	Number.	Name.
Locomotives Owned and Leased —						
Passenger.....		45	43	Westinghouse.....		
Freight.....		89	87	Westinghouse.....		
Switching.....		15	15	Westinghouse.....		
Total locomotives in service.....		147	145			
Less locomotives leased.....		50	50			
Total locomotives owned.....		97	95			
Cars (Owned and Leased) in Passenger Service—						
First class cars.....		22	22	Westinghouse.....	22	Miller.
Second class cars.....	6	28	28	Westinghouse.....	28	Miller.
Combination cars.....	2	11	11	Westinghouse.....	11	Miller.
Dining cars.....		3	3	Westinghouse.....	3	Miller.
Baggage, express and postal cars.....		22	22	Westinghouse.....	22	Miller.
Total.....	8	86	86		86	
In Freight Service—						
Box cars.....		3,770	{ 251 445	New York.....	2	Eureka.
				Westinghouse.....	823	Chicago.
Flat cars.....		253	1	Westinghouse.....	{ 4 1	Chicago. Eureka.
Stock cars.....		450	397	Westinghouse.....	406	Chicago.
Coal cars.....		333				
Refrigerator cars.....		11	7	Westinghouse.....	7	Chicago.
Other cars in freight service.....		42	5	Westinghouse.....	8	Chicago.
Total.....		4,859	1,106		1,251	
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse.....	2	Miller.
Derrick cars.....		3				
Caboose cars.....		85				
Other road cars.....		44	5	Westinghouse.....		
Total.....		134	7		2	
Total cars in service.....		5,079	1,199		1,339	
Less cars leased.....		2,063	23		633	
Total cars owned.....		3,016	1,176		706	

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	712.84	131.64				86.72	931.20		6.55	837.93
Miles of second track.....	4.40					10.56	14.96			4.40
Miles of yard track and sidings.....	129.57	9.19				10.35	149.11		20.06	118.70
Total mileage operated (all tracks).....	846.81	140.83				107.63	1,095.27		26.61	961.03

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Minnesota.....	110.65	31.40				10.56	152.61		4.00	138.05
Iowa.....	371.00	94.43				2.68	468.11		2.55	462.88
Illinois.....	146.73	5.81				25.43	177.97			152.54
Missouri.....	84.46					15.14	99.60			84.46
Kansas.....						32.91	32.91			
Total mileage operated (single track).....	712.84	131.64				86.72	931.20		6.55	837.93

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Minnesota.....	110.65	31.40		142.05		4.00	138.05
Iowa.....	371.00	94.43		465.43		2.55	462.88
Illinois.....	146.73	5.81		152.54			152.54
Missouri.....	84.46			84.46			84.46
Total mileage owned (single track).....	712.84	131.64		844.48		6.55	837.93

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.								Iron.	Steel.
Miles of single track.....	110.65	31.40					10.56	152.61		4.00	138.05
Miles of second track....	4.40						10.56	14.96			4.40
Miles of yard track and sidings.....	28.31	3.69					10.35	42.35		20.61	32.00
Total mileage operated (all tracks).....	143.36	35.09					31.47	209.92		26.61	174.45

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	110.65	31.40					10.56	152.61		4.00	138.05
Total mileage operated (single track).....	110.65	31.40					10.56	152.61		4.00	138.05

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Minnesota	110.65	31.40		142.05		4.00	138.05
Total mileage owned (single track).....	110.65	31.40		142.05		4.00	138.05

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW TIES LAID DURING YEAR.	Number.	Average Price at Distributing Point.
Oak.....	938	\$0.42 $\frac{1}{2}$
Tamarack.....	102,992	.29 $\frac{1}{2}$
Total.....	103,930

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....	6	.....	2	.....	2	.....	10
Falling from trains and engines...	5	.....	.....	.....	.....	.....	5
Collisions	1	.....	1
Other train accidents.....	3	.....	.....	.....	.....	.....	3
At stations.....	7	.....	.....	.....	18	.....	25
Other causes.....	1	.....	1
Total.....	21	.....	2	.....	22	.....	45

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions	1	.....	.....	.....	.....	.....	1
At stations.....	4	.....	3	.....	1	.....	8
Other causes.....	1	.....	.....	.....	.....	.....	.....
Total.....	5	.....	3	.....	1	.....	2

(Page 70.)

EXPLANATORY REMARKS.

Other Train Accidents—Injured, 3. Side rod of engine broke, hurt one engineer. Water glass broke, scalding two engineers.
 Other Causes—Injured, 1. Bridgeman fell from bridge and injured.
 Other Causes—Killed, 1. Passenger fell from train intoxicated.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From.	To.	Miles.	Num-ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Num-ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num-ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
St. Paul	Iowa state line.	110.65	113	20.53	90.12	26.34	99	1,855.5	50.29	.81	1,272 0	34.02
Hayfield	Iowa state line.	27.40	12	2.28	25.12	9.67	20	193.0	7.22	28	318.5	10.51
Eden	Waseja	4.00	8	1.65	2.35	.43	3	19.0	.60	3	76.5	2.97
Total		142.05	133	24.46	117.59	36.44	122	2,065.5	58.11	112	1,667.0	47.50

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Feet.	Minimum Length, Feet.	Maximum Length, Feet.	ITEM.	Number.	Height of Lowest Above Surface of Rail.
							Ft. In.
Bridges—					Overhead Highway Crossings—		
Iron	5	1,978	179	1,340	Bridges.....	2	20
Wooden	3	375	50	132	Trestles	1	20
Total.	8	2,353			Total.....	3	
Trestles.....	119	10,019	16	1,271	Overhead Railway Crossings—		
					Trestles.....		

Gauge of track, 4 feet, 8½ inches. 142.5 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
142.05	504.00	Postal Telegraph Cable Co.....	Postal Telegraph Cable Co.

(Page 77.)

MILEAGE.

Payments Made for Mileage of Private Cars on C. G. W. R'y for the Year Ending
June 30, 1896.

CARS USED.		COMPENSATION.	
Name of Owner	Kind of Car.	Rate, Cts.	Amount.
Armour Car Lines	Refrigerator	3-4 & 1	\$4,588.39
Armour Car Lines.....	Refrigerator	1	1,805.76
Armour Packing Company.....	Refrigerator	1	2,223.55
American Refrigerator Transit Co.....	Refrigerator	3-4	480.20
Anglo-American Provision Co.....	Refrigerator	1	339.52
American Brewing Co. Refrig. Line.....	Refrigerator	3-4	5.19
California Fruit Transportation Co.....	Refrigerator	3-4	216.70
California Fruit Express.....	Refrigerator	3-4	40.34
Chicago Refrigerator Car Line.....	Refrigerator	3-4	66.29
Continental Fruit Express.....	Refrigerator	3-4	102.29
Cold Blast Transportation Co.....	Refrigerator	3-4	8.07
Cudahy Refrigerator Line.....	Refrigerator	3-4	12.71
Dold Refrigerator Line—J.....	Refrigerator	3-4	16.94
Ferd Heim Brewing Company.....	Refrigerator	1	185.57
Hammond Refrigerator Line.....	Refrigerator	3-4	126.38
Kansas City Refrigerator Car Co.....	Refrigerator	3-4	19.42
Libby, McNeil & Libby Refrig. Line.....	Refrigerator	3-4	12.78
Barrett & Barrett Refrigerator Line.....	Refrigerator	3-4	7.11
Cottolene Refrigerator Line.....	Refrigerator	3-4	55.86
N. Y. D. R. L.....	Refrigerator	3-4	252.37
Lipton Refrigerator Line.....	Refrigerator	3-4	21.87
Omaha Packing Company.....	Refrigerator	3-4 & 1	473.78
Overland Fruit Dispatch.....	Refrigerator	3-4	85.89
Provision Dealers Dispatch.....	Refrigerator	3-4	10.53
Swift Refrigerator Line.....	Refrigerator	3-4 & 1	1,047.72
St. Louis Refrigerator Car Line.....	Refrigerator	3-4 & 1	180.80
St. Paul Refrigerator Car Line.....	Refrigerator	1	203.35
South Western Refrigerator Dispatch.....	Refrigerator	3-4	342.60
Union Refrigerator Transit Co.....	Refrigerator	3-4	1,164.18
Healy Refrigerator Line.....	Refrigerator	3-4	5.52
White Star Transportation Co.....	Refrigerator	3-4 & 1	1,013.13
Western Meat Refrigerator Line.....	Refrigerator	3-4	38.50
Moran Refrigerator Line.....	Refrigerator	3-4	2.46
Santa Fe Fruit Refrigerator Line.....	Refrigerator	3-4	161.27
Armour Car Lines.....	Tank	3-4	190.25
American Tank Line.....	Tank	3-4	167.99
Alvorde Cotton Oil Mill.....	Tank	3-4	6.72
Craig Oil Company.....	Tank	3-4	159.93
Cornplanter Refining Company.....	Tank	3-4	12.46
Climax Tank Line.....	Tank	3-4	12.45
Empire Oil Works.....	Tank	3-4	37.85
Globe Refining Company.....	Tank	3-4	18.68
International Oil Works.....	Tank	3-4	6.22
Goyer Tank Line.....	Tank	3-5	3.76
Germania Refining Company.....	Tank	3-4	5.52
Kansas City Tank Line.....	Tank	3-4	31.38
Freedom Oil Works.....	Tank	3-4	12.45
Manhattan Oil Company.....	Tank	3-4	4.34
Merchants and Planters Oil Co.....	Tank	3-4	3.86
Cleveland Refining Company.....	Tank	3-4	9.34
Globe Tank Line.....	Tank	3-4	3.09
Bosshardt & Wilson Co.....	Tank	3-4	15.57
National Linseed Oil Company.....	Tank	3-4	37.75
Peerless Tank Line.....	Tank	3-4	5.93
Paragon Refining Company.....	Tank	3-4	485.33
Seofield, Shorner & Leagle.....	Tank	3-4	88.40
Titusville Oil Works.....	Tank	3-4	6.87
Union Tank Line.....	Tank	3-4	18,528.16
Wogan Brothers Tank Line.....	Tank	3-4	3.77
Armour Car Lines.....	Box	3-5	3.25
Armour Car Lines.....	Box	3-5	99.70
American Cereal Dispatch.....	Box	3-5	27.85
Atlanta Coal, Stone and Lumber Co.....	Box	3-5	.43
Ensign Manufacturing Company.....	Box	3-5	7.17
Abernathy Furniture Company.....	Box	3-5	.19
Corle Oat Meal Company.....	Box	3-5	30.87
Commerce Dispatch Line.....	Box	3-5	17.37
Chicago Sand Company.....	Box	3-5	.60

(Page 77.)

MILEAGE.—Continued.

Payments Made for Mileage of Private Cars on C. G. W. R'y for the Year Ending
June 30, 1896.

CARS USED.		COMPENSATION.	
Name of Owner.	Kind of Car.	Rate, Cts.	Amount.
Emery Manufacturing Company.....	Box.....	3-5	\$14.42
G. B. H. & M. Company.....	Box.....	3-5	23.27
Hodgman, G. B.....	Box.....	3-5	10.91
Kansas City Milling Company.....	Box.....	3-5	16.93
Kansas Manufacturers Dispatch.....	Box.....	3-5	4.96
Mann Brothers.....	Box.....	3-5	25.55
Menasha Wooden Ware Company.....	Box.....	3-5	20.51
Mattoon Manufacturing Company.....	Box.....	3-5	3.68
Moon Buggy Company.....	Box.....	3-6	9.51
Pillsbury Fast Flour Line.....	Box.....	3-5	225.00
Peavy Grain Company.....	Box.....	3-5	8.65
Parry Manufacturing Company.....	Box.....	3-5	6.20
South-Western Millers Dispatch.....	Box.....	3-5	187.30
St. Charles Car Company.....	Box.....	3-5	32.89
Southern Dispatch Lumber Line.....	Box.....	3-5	5.44
National Rolling Stock Equip. Co.....	Box.....	3-5	4.79
Rock Falls Manufacturing Co.....	Box.....	3-5	6.43
Weaver, Getz & Company.....	Box.....	3-5	4.98
J. E. B. Furniture Line.....	Box.....	3-5	4.87
Zenith Milling Company.....	Box.....	3-5	31.70
Elwood Green Stock Farm.....	Box.....	3-5	1.51
Elwood Manufacturing Company.....	Box.....	3-5	2.24
Monarch Transportation Line.....	Box.....	3-5	.83
Arms Palace Horse Car Company.....	Stable.....	3-5	14.99
Burton Stock Car Company.....	Stable.....	3-5	48.60
Canda Cattle Car Company.....	Stable.....	3-5	6,117.55
Consolidated Cattle Car Company.....	Stable.....	3-5	82.01
Keystone Palace Horse Car Company.....	Stable.....	3-5	16.81
Mather Stock Car Company.....	Stable.....	3-5	62.02
New England Car Company.....	Stable.....	3-5	11.50
Swift's Live Stock Express.....	Stable.....	3-5	168.43
Street's Stable Car Line.....	Stable.....	3-5	3,927.10
Live Poultry Transportation Co.....	Poultry.....	3-5	115.99
Hicks' Stock Car Company.....	Stable.....	3-5	159.91
Armour Packing Company.....	Vent. Prov. Ex.....	3-5	29.25
Mann Boudoir Car Co.....	.....	3-4	12,321.94

Duluth & Iron Range Railroad Co.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? The Duluth & Iron Range Railroad Company.
2. Date of organization? Dec. 21, 1874.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under General Laws of the State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. Not a reorganized company.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
H. H. Porter.....	Chicago, Ill.....	June, 1897
J. L. Greatsinger.....	Duluth, Minn.....	June, 1897
Marshall Field.....	Chicago, Ill.....	June, 1897
Benjamin Brewster.....	New York, N. Y.....	June, 1897
J. H. Chandler	Chicago, Ill.....	June, 1897
Charlemagne Tower, Jr.....	Philadelphia, Pa.....	June, 1898
M. J. Carpenter.....	Chicago, Ill.....	June, 1898
C. P. Coffin.....	Chicago, Ill.....	June, 1898
D. H. Bacon	Tower, Minn.....	June, 1898
D. O. Mills.....	New York, N. Y.....	June, 1899
H. M. Flagler.....	New York, N. Y.....	June, 1899
C. W. Hillard.....	Chicago, Ill.....	June, 1899
Joseph Sellwood.....	Duluth, Minn.....	June, 1899

Total number of stockholders at date of last election? 14.

Date of last meeting of stockholders for election of directors? June 8, 1896.

Give postoffice address of general office? Duluth, Minn. (See page 7.)

Give postoffice address of operating office? Duluth, Minn.

OFFICERS.

(Page 7.) Title.	Name.	Location of Office.
President	J. L. Greatsinger.....	Duluth, Minn.
First vice president	C. W. Hillard.....	Chicago Ill.
Second vice president.....	Jos. Sellwood.....	Duluth, Minn.
Secretary and treasurer.....	C. W. Hillard.....	Chicago, Ill.
Asst. treas. and asst. sec.....	A. J. Peterson.....	New York, N. Y.
General solicitor.....	J. H. Chandler.....	Chicago, Ill.
Attorney, or gen. counsel..		
Auditor	A. H. Viele	Duluth, Minn.
General manager.....	J. L. Greatsinger.....	Duluth, Minn.
Chief engineer.....	R. Angst.....	Duluth, Minn.
Superintendent.....	T. Owens.....	Two Harbors, Minn.
Master mechanic.....	H. S. Bryan.....	Two Harbors, Minn.
Superintendent of telegraph..	A. D. Holliday.....	Two Harbors, Minn.
General freight agent	A. H. Viele.....	Duluth, Minn.
General passenger agent...		
General ticket agent		
General baggage agent	B. P. Crane.....	Duluth, Minn.
Land commissioner.....		

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
1. a. The Duluth & Iron Range R. R. Co.....	Duluth, Minn.....	Ely, Minn.	113.40	.....
	Tower Junction.....	Tower	1.40	.....
	Allen Junction.....	Virginia	25.30	.....
	Winston	Eve eth	4.94	.....
	McKinley.....	Fayal mine	8.53	.....
b. Branches and spurs			19.28	.....
				172.85
5.....	Union depot, Duluth.....	Fifth ave. E., Duluth...		.80
Total				173.65

(Page 11.)

PROPERTY OPERATED.

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of
Which Affect the General Balance Sheet—Pages 49 and 51.

NAME.	Character of Business.	Title (Owned, Leased, Etc.)	State or Territory.
Swamp Land Grant	Examining and locating lands, also sale of same	.....	Minnesota.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock, common.....	30,000	\$100.00	\$3,000,000	\$500,000.00	.....	.....
Total.....	30,000	\$100.00	\$3,000,000	\$500,000.00	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common	5,000	\$500,000.00
Total.....	5,000	\$500,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.†	INTEREST.			
	Date of Issue.	When Due.					Rate, Per Ct.	When Payable.	Am't Accrd'd during Y'r.	Am't Paid during Y'r.
First mortgage.....	Oct. 1, 1887	Oct. 1, 1937	\$6,332,000	*\$6,332,000	\$6,332,000	.....	5	{ April 1, } { Oct. 1. }	\$310,792.18	\$304,750.00
Income certificates.....	Jan. 1, 1888	.....	3,500,000	*3,500,000	3,500,000	.....	.....	.....	262,500.00	472,500.00
Mortgage bonds.....	.....	.....	\$6,332,000	\$6,332,000	\$6,332,000	.....	.....	.....	\$310,792.18	\$304,750.00
Miscellaneous obligations.....	.....	.....	3,500,000	3,500,000	3,500,000	.....	.....	.....	262,500.00	472,500.00
Grand total.....	.....	.....	\$9,832,000	\$9,832,000	\$9,832,000	.....	.....	.....	\$573,292.18	\$777,250.00

* See opposite page. † See paragraph 1 on opposite page, as to first mortgage bonds. See page 56, as to income certificates.

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EXPLANATORY REMARKS.

The authorized issue of this company's 5 per cent first mortgage bonds is—

First—For the purpose of paying off and retiring \$2,500,000 outstanding 6 per cent first mortgage bonds, and also for the improvement and further equipment of its railroad from Duluth to Tower, and also for the purchase, construction and improvement of ore and merchandise docks and terminal facilities.....

Second—An additional amount per mile for every mile of single track extensions and branches thereafter acquired or constructed, per mile..... \$3,500,000.00

Third—An additional amount for every mile for additional equipment, not exceeding cost..... 25,000.00

Fourth—An additional amount for every mile of double main track..... 12,000.00

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$6,332,000	\$6,332,000	\$310,792.18	\$304,750.00
Miscellaneous obligations—page 19.....	3,500,000	3,500,000	252,500.00	472,500.00
Income bonds—page 19.....				
Equipment trust obligations—page 21.....				
Total.....	\$9,832,000	\$9,832,000	\$573,292.18	\$777,250.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$31,321.58	Audited vouchers and accounts.....	\$115,050.76
Bills receivable.....	14,940.66	Wages and salaries.....	80,582.88
Due from agents.....	19,337.27	Net traffic balances due to other companies.....	497.71
Due from solvent companies and individuals.....	517,430.67	Matured interest coupons unpaid (including coupons due July 1)...	5,450.00
Other cash assets (excluding materials and supplies)*.....	9,025.00	Taxes accrued.....	25,733.88
Total cash and current assets.....	\$392,055.18	Miscellaneous (fire insurance fund).....	9,373.04
		Total current liabilities.....	\$236,688.27
		Balance cash assets.....	355,366.91
Total.....	\$592,055.18	Total.....	\$592,055.18

* Materials and supplies on hand, \$172,490.35. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$500,000.00	\$500,000.00	.....	172.85	\$2,893.00
Bonds—page 19 (grand total).....	9,832,000.00	9,832,000.00	.....	172.85	56,881.00
Equipment trust obligations—page 21.....				.....	.....
Total.....	\$10,332,000.00	\$10,332,000.00	.....	172.85	\$59,774.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
The Duluth & Iron Range R. R. Co.....	\$500,000.00	\$9,832,000.00	\$10,332,000.00	172.85	\$59,774.00
Total.....	\$500,000.00	\$9,832,000.00	\$10,332,000.00	172.85	\$59,774.00

(Page 29.) COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	EXPENDITURES DURING YEAR.			Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Included in Operating Expenses.	Not Included in Operating Expenses.				
		Charged to In- come Account as Permanent Improvements.	Charged to Construction or Equipment.			
CONSTRUCTION—						
Right of way.....			\$268.89	\$117,247.78	\$117,516.67	\$679.87
Fences.....				25,064.37	25,064.37	145.00
Grading and bridge and culvert masonry.....			104,210.96	2,488,484.14	2,592,695.10	14,996.68
Bridges and trestles.....			3,455.54	156,654.35	160,109.89	976.29
Rails.....			66,390.03	723,201.01	789,591.04	4,568.07
Ties.....			9,097.04	133,822.81	139,919.85	809.49
Other superstructure.....			2,109.75	175,926.68	178,036.43	1,030.00
Buildings, furniture and fixtures.....			41,215.97	345,581.82	387,093.49	2,210.11
Shop machinery and tools.....			2,222.20	586.00	61,784.03	357.44
Engineering expenses.....				140,239.08	140,835.08	814.73
Interest during construction.....				110,770.44	110,770.44	610.85
Discount on securities sold for construction.....				240,367.02	277,924.83	1,607.89
Telegraph line.....			37,557.81	21,228.30	27,913.17	161.49
Wharfing, etc.....			6,684.87	970,381.94	1,132,372.64	6,591.19
Sidings and yard extensions.....		\$14,543.55	161,990.70	410,047.95	4,46,694.42	2,815.33
Terminal facilities (road built by contract).....		250.00	76,581.47	3,459,964.39	3,459,964.39	20,017.17
Other items.....				79,518.47	79,518.47	460.04
Total construction.....		\$14,793.55	\$509,371.23	\$9,658,468.08	\$10,167,839.31	\$38,824.64
EQUIPMENT—						
Locomotives.....			117,495.40	492,931.83	610,427.23	3,531.55
Passenger cars.....				46,229.62	46,229.62	267.46
Baggage, express and postal cars.....				5,130.00	5,130.00	29.68
Combination cars.....				11,242.20	11,242.20	65.04
Freight cars.....			229,528.36	1,034,393.00	1,263,921.36	7,312.24
Other cars of all classes.....				30,260.15	30,260.15	175.06
Floating equipment.....			27,897.50	9,592.58	37,490.08	216.89
Total equipment.....			\$374,921.26	\$1,629,779.33	\$2,004,700.64	\$11,597.92
Grand total cost construction, equipment, etc.....		\$14,793.55	\$884,292.49	\$11,288,247.46	\$12,172,539.95	\$70,422.56
Total cost construction, equipment, etc.—State of Minnesota.....		14,793.55	884,292.49	11,288,247.46	12,172,539.95	70,422.56

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$2,307,636.25	
Less operating expenses—page 45.....	1,084,120.30	
Income from operation.....		\$1,223,515.95
Miscellaneous income—less expenses—page 41.....	\$22,819.75	
Income from other sources.....		\$22,819.75
Total income.....		\$1,246,335.70
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$573,292.18	
Taxes.....	69,659.06	
Permanent improvements—page 29.....	14,793.55	
Total deductions from income.....		\$657,744.79
Net income.....		\$588,590.91
Surplus from operations of year ending June 30, 1896.....		\$588,590.91
Surplus on June 30, 1895 (from "general balance sheet," 1895 report)...		1,763,281.55
Additions for year.....		588,590.91
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51)		\$2,351,872.46

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$88,434.32		
Less repayments—			
Tickets redeemed.....		\$398.71	
Excess fares refunded.....		75.86	
Total deductions.....		\$474.57	
Total passenger revenue.....			\$87,959.75
Mail.....	\$9,314.94		
Express.....	6,000.00		
Extra baggage and storage.....	968.37		
Other items.....	499.92		
			\$16,783.23
Total passenger earnings.....			\$104,742.98
FREIGHT—			
Freight revenue.....	\$2,193,475.50		
Less repayments—			
Overcharge to shippers.....		\$2,242.03	
Total deductions.....		\$2,242.03	
Total freight revenue.....			\$2,191,233.47
Total freight earnings.....			\$2,191,233.47
Total passenger and freight earnings.....			\$2,295,976.45
OTHER EARNINGS FROM OPERATION—			
Telegraph.....	\$5,478.14		
Other sources.....	6,181.66		
Total other earnings.....			\$11,659.80
Total gross earnings from operation—Minnesota.....			\$2,307,636.25
Total gross earnings from operation—Entire line.....			\$2,307,636.25

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MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscella- neous Income.
Interest on money loaned.....	\$22,819.75		\$22,819.75
Total.....	\$22,819.75		\$22,819.75

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$191,816.12
Renewals of rails.....	19,159.53
Renewals of ties.....	6,759.00
Repairs and renewals of bridges and culverts.....	101,505.96
Repairs and renewals of fences, road crossings, signs and cattle guards.....	4,199.37
Repairs and renewals of buildings and fixtures.....	58,180.86
Repairs and renewals of docks and wharves.....	20,139.21
Repairs and renewals of telegraph.....	3,470.80
Stationery and printing.....	655.16
Total.....	\$405,886.01

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$3,480.00
Repairs and renewals of locomotives.....	58,487.43
Repairs and renewals of passenger cars.....	15,258.38
Repairs and renewals of freight cars.....	118,576.22
Repairs and renewals of work cars.....	5,000.00
Repairs and renewals of marine equipment.....	423.39
Stationery and printing.....	436.77
Other expenses.....	716.65
Total.....	\$202,383.84

CONDUCTING TRANSPORTATION.

Superintendence.....	\$4,303.36
Engine and roundhouse men.....	92,454.05
Fuel for locomotives.....	110,658.24
Water supply for locomotives.....	6,923.42
Oil, tallow and waste for locomotives.....	5,204.25
Train service.....	69,724.35
Train supplies and expenses.....	8,206.81
Switchmen, flagmen and watchmen.....	19,350.00
Telegraph expenses.....	11,408.48
Station service.....	16,332.42
Station supplies.....	2,027.31
Car mileage—balance.....	912.60
Loss and damage.....	1,251.71
Injuries to persons.....	3,277.36
Clearing wrecks.....	1,121.76
Operating marine equipment.....	4,497.61
Rents for tracks, yards and terminals—page 47, B.....	1,890.00
Stationery and printing.....	1,310.31
Other expenses.....	43,143.43
Total.....	\$403,997.47

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

Salaries of general officers.....	\$24,431.74
Salaries of clerks and attendants.....	8,473.84
General office expenses and supplies.....	4,623.54
Insurance.....	9,305.81
Law expenses.....	3,614.90
Stationery and printing (general offices).....	1,965.53
Other expenses.....	19,435.62
Total.....	<u>\$71,852.98</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$405,886.01
Maintenance of equipment.....	202,383.84
Conducting transportation.....	408,997.47
General expenses.....	71,852.98
Grand total.....	<u>\$1,084,120.30</u>
Percentage of expenses to earnings—Entire line, all in Minnesota.....	46.98

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
TRACKS—				
Union depot to 5th Ave. E.	Duluth, Minn.....	St. P. & D. R. R.....	\$1,890.00	\$1,890.00
Total				<u>\$1,890.00</u>

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

7. First mortgage 5 per cent coupon bonds to the amount of \$574,000 issued.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. A contract with the United States Express Company for the transaction of express business over this road at a minimum rate of \$500 per month.

2. The United States mails are carried over this road at rates and on conditions fixed by the government.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment and Income Mortgaged.
	From.	To.	Miles.		
First mortgage bonds	Duluth..... Allen Jet..... McKinley..... Winston.....	Ely..... Virginia..... Fayal..... Eveleth.....	172.85	{ See pages 18 and 56. }	All.
Income certificates.....				See page 56.	

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EXPLANATORY REMARKS.

The first mortgage bonds of this company cover all of its property acquired and to be acquired except land grant from the State of Minnesota. The income certificates may be issued to an amount not exceeding the first mortgage bonds issued and outstanding; \$3,500,000 are now issued and sold. They do not constitute an indebtedness of the railroad company or a claim against it, except that a sum not exceeding six per cent on their face per annum may be declared available by the board of directors for the payment of dividends on same out of the net income of the company in any one year, provided that no dividends shall be paid in any year upon the capital stock of the company until fully six per centum has been paid in that year upon all outstanding income certificates.

(Page 59.) EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Com- pensation.
General officers.....	4	1,200	\$20,450.00	\$17.04
Other officers.....	10	2,970	16,570.03	5.58
General office clerks.....	10	3,120	8,473.94	2.72
Station agents.....	11	3,400	8,160.00	2.40
Other station men.....	14	3,900	7,215.00	1.85
Enginemen.....	60	11,923	47,095.85	3.95
Firemen.....	61	13,047	29,355.75	2.25
Conductors.....	40	10,268	30,804.00	3.00
Other trainmen.....	85	20,947	39,799.30	1.90
Machinists.....	69	21,500	53,750.00	2.50
Carpenters.....	86	20,700	50,715.00	2.45
Other shopmen.....	151	42,000	75,600.00	1.80
Section foremen.....	37	10,500	17,535.00	1.67
Other trackmen.....	491	84,000	96,600.00	1.15
Switchmen, flagmen and watchmen.....	68	9,000	19,350.00	2.15
Telegraph operators and dispatchers.....	38	6,000	12,300.00	2.05
Employees—Account floating equipment.....	10	1,380	3,795.00	2.75
All other employees and laborers.....	335	27,354	41,031.00	1.50
Total (including general officers)—Minnesota	1,580	293,209	\$578,599.87	\$1.97
Less general officers.....	4	1,200	20,450.00	17.04
Total (excluding general officers)—Minnesota	1,576	292,009	\$558,149.87	1.91
DISTRIBUTION OF ABOVE—				
General administration.....	18	5,245	\$33,272.45	\$6.34
Maintenance of way and structures.....	735	128,650	182,443.34	1.42
Maintenance of equipment.....	326	69,650	147,258.34	2.11
Conducting transportation.....	501	89,664	215,625.74	2.40
Total (including general officers)—Minnesota	1,580	293,209	\$578,599.87	\$1.97
Less general officers.....	4	1,200	20,450.00	17.04
Total (excluding general officers)—Minnesota	1,576	292,009	\$558,149.87	\$1.91
Total (including general officers)—Entire line	1,580	293,209	\$578,599.87	\$1.97

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EXPLANATORY REMARKS.

"Other Officers."—One compensation is charged to construction account. One compensation is charged to swamp land account.

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	77,097	...	...	...
Number of passengers carried one mile	2,958,648	...	...	...
Number of passengers carried one mile per mile of road.....	17,116	...	...	...
Average distance carried, miles.....	38.33	...	...	...
Total passenger revenue—page 35.....		\$87,	959.75	
Average amount received from each passenger.....			1.14,	090
Average receipts per passenger per mile .....			.02,	973
Total passenger earnings—page 35.....		104,	742.98	
Passenger earnings per mile of road			605.98	
Passenger earnings per train mile.....			1.03,	823
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	2,686,052	...	...	...
Number of tons carried one mile	191,214,077	...	...	...
Number of tons carried one mile per mile of road.....	1,106,242	...	...	...
Average distance haul of one ton, miles.....	71.2	...	...	...
Total freight revenue—page 35.....		2,191,	233.47	
Average amount received for each ton of freight.....			.81,	578
Average receipts per ton per mile .....			.01,	146
Total freight earnings—page 35		2,191,	233.47	
Freight earnings per mile of road.....			12,	677.08
Freight earnings per train mile.....			3.23,	252
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		2,279,	193.22	
Passenger and freight revenue per mile of road.....			13,	185.96
Passenger and freight earnings—page 35.....		2,295,	976.45	
Passenger and freight earnings per mile of road.....			13,	283.06
Gross earnings from operation—page 35.....		2,307,	636.25	
Gross earnings from operation per mile of road.....			13,	350.51
Gross earnings from operation per train mile			2.96,	323
Operating expenses—page 45.....		1,084,	120.30	
Operating expenses per mile of road.....			6,	272.03
Operating expenses per train mile.....			1.39,	211
Income from operation—page 31.....		1,223,	515.95	
Income from operation per mile of road.....			7,	078.48
TRAIN MILEAGE—				
Miles run by passenger trains.....	97,295	...	...	...
Miles run by freight trains.....	667,099	...	...	...
Miles run by mixed trains.....	14,364	...	...	...
Total mileage trains earning revenue	778,758	...	...	...
Miles run by switching trains.....	214,058	...	...	...
Miles run by construction and other trains.....	124,911
Grand total train mileage.....	1,117,727

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EXPLANATORY REMARKS.

Work train allowed eight miles per hour. Switching trains allowed six miles per hour.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Received from Connecting Roads and Other Carriers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Grain.....		740	740	.02
Flour.....	700	950	1,650	.06
Other mill products.....	250	470	720	.02
Hay.....		1,300	1,300	.05
Fruit and vegetables.....	340	860	1,200	.04
Live stock.....	400	500	900	.03
Dressed meats.....		3,120	3,120	.12
Other packing-house products.....		1,450	1,450	.05
Poultry, game and fish.....	850		850	.03
Anthracite coal.....		1,645	1,645	.06
Bituminous coal.....		20,002	20,002	.74
Ores (iron).....	2,455,937		2,455,937	91.44
Lumber.....	39,361		39,361	1.47
Logs for saw mills.....	101,444		101,444	3.78
Wood, slabs and mining timber.....	12,340		12,340	.46
Petroleum and other oils.....		720	720	.02
Sugar.....		1,300	1,300	.05
Other castings and machinery.....		4,600	4,600	.18
Bar and sheet metal.....		700	700	.02
Cement, brick and lime.....	1,300	600	1,900	.07
Wines, liquors and beers.....	600	3,620	4,220	.17
Household goods and furniture.....	600	300	900	.03
Merchandise.....	4,320	6,940	11,260	.43
Miscellaneous—Other commodities not mentioned above.....	6,480	11,313	17,793	.66
Total tonnage—entire line.....	2,624,922	61,130	2,686,052	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives Owned and Leased—						
Passenger		6	6	Westinghouse.....	6	Tower.
Freight	10	45	{ 35	Westinghouse.....	45	Tower.
Switching		7	{ 10	New York.....		
			7	Westinghouse.....	7	Tower.
Total locomotives in service.....	10	58	58		58	
Total locomotives owned		58	58		58	
Cars Owned and Leased, in Passenger Service—						
First class cars.....		8	8	Westinghouse.....	8	Buckeye.
Combination cars.....		2	2	Westinghouse.....	2	Buckeye.
Baggage, express and postal cars.....		2	2	Westinghouse.....	2	Buckeye.
Total		12	12		12	
In Freight Service—						
Box cars	25	75	75	Westinghouse.....	{ 10	Tower.
					{ 65	Chicago.
Flat cars		283	283	Westinghouse.....	{ 276	Buckeye.
					{ 7	Tower.
Stock cars		2	2	Westinghouse.....	{ 2	Chicago.
					{ 5	Tower.
Coal cars		15	15	Westinghouse.....	{ 10	Chicago.
Refrigerator cars.....	8	8	8	Westinghouse.....		
Other cars in freight service (ore).....	561	2, 298	2, 298	Westinghouse.....	{ 1, 722	Tower.
					{ 576	Chicago.
Total	594	2, 681	2, 681		2, 673	
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse.....	{ 1	H Caswell.
					{ 1	Buckeye.
Boarding cars	1	15	15	Westinghouse.....	15	Tower.
Derrick cars		1	1	Westinghouse.....	1	Tower.
Caboose cars.....		38	5	Westinghouse.....	{ 26	Tower.
					{ 8	Chicago.
					{ 4	Buckeye.
Other road cars { Steam shovel.....		1	1	Westinghouse.....	1	Tower.
{ Flanger.....		1	1	Westinghouse.....	1	Tower.
{ File driver.....		1	1	Westinghouse.....	1	Tower.
Total	1	59	26		59	
Total cars in service		2, 752	2, 719		2, 744	
Less cars leased		8	8			
Total cars owned.....		2, 744	2, 711		2, 744	

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	153.57	19.28	.....	.....	.....	.80	173.65	.....	.....	172.85
Miles of second track.....	11.48	.....	.....	.....	.....	.....	11.48	10.31	.....	11.48
Miles of yard track and sidings.....	61.63	.....	.....	.....	.....	.....	61.63	11.47	.....	61.63
Total mileage operated (all tracks).	226.68	19.28	.....	.....	.....	.80	246.76	21.78	.....	245.96

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY— All in the State of Minnesota.....	153.57	19.2880	173.65	172.85
Total mileage operated (single track)....	153.57	19.2880	173.65	172.85

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.	.....			Iron.	Steel.
All in the State of Minnesota	153.57	19.28	.....	172.85	.....	.....	172.85
Total mileage owned (single track).....	153.57	19.28	.....	172.85	.....	.....	172.85

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK			Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	153.57	19.28				.80	173.65			172.85
Miles of second track.....	11.48						11.48	10.31		11.48
Miles of yard track and sidings.....	61.63						61.63	11.47		61.63
Total mileage operated (all tracks).....	226.68	19.28				.80	246.76	21.78		245.96

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OF MINNESOTA—										
Minnesota	153.57	19.28				.80	173.65			172.85
Total mileage operated (single track).....	153.57	19.28				.80	173.65			172.85

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Minnesota	153.57	19.28		172.85			172.85
Total mileage owned (single track).....	153.57	19.28		172.85			172.85

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard, Pounds.	Av'ge Price Per Ton at Distribut- ing Point.	Kind.	Number.	Av. Price at Distribut- ing Point.
Steel.....	700	80	\$27.37	Tamarac.....	33,759	\$0.20
Total....	700	80	\$27.37	Total	33,759	\$0.20

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger	3,451	.....	3,451	115,038	60.00
Freight.....	35,434	.....	35,434	707,482	100.18
Switching.....	6,422	.....	6,422	214,058	60.00
Construction.....	2,952	.....	2,952	118,037	50.00
Total	48,259	.....	48,259	1,154,615	83.59
Average cost at distributing point.....	\$2.49	.....	\$2.49	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYES.							
	Trainmen.		Switchm'n Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....	1	1	.....	1	.....	.....	1	2
Collisions	2	.....	.....	.....	.....	.....	2	.....
Other train accidents.....	.....	.....	.....	.....	.....	1	.....	1
At stations.....	.....	.....	.....	.....	.....	1	.....	1
Other causes.....	.....	.....	.....	.....	2	6	2	6
Total	3	1	.....	1	2	8	5	10

KIND OF ACCIDENT	Passengers.		OTHERS.					
			Trespassing		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Other causes.....	2	1	2	1
Total.....	2	1	2	1

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EXPLANATORY REMARKS.

Other Employees, Killed, Other Causes.—1, intoxicated, fell from hand car crossing bridge; 1, run over by engine at station

Other Employees, Injured, Other Causes.—1, four fingers cut off at knuckles by circular rip saw; 1, two fingers broken unloading steel rails; 1, repairing cars, end of finger cut off diagonally from back of nail; 1, leg broken jumping from engine while in motion; 1, thumb and two fingers cut off by sawing machine; 1, thumb and one finger cut off by sawing machine.

Other Employees, Injured, Other Train Accidents.—1, shoulder dislocated by sudden stopping of train.

Other Causes, Trespassing, Killed.—1, sleeping on track, run over; 1, walking on track on stormy night, run over.

Other Causes, Trespassing, Injured.—1, right foot cut off at ankle.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Ascending Grades.			Descending Grades.			
						Num- ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.	
Fifth ave. E., Duluth, Minn.	Ely, Minn.	114.80	154	23.39	91.41	12.35	96	2,529	53.45	95	1,551	49.00
Allen Junction, Minn.	Virginia, Minn.	25.30	30	6.60	18.70	5.64	10	350	9.58	29	342	10.08
Winston, Minn.	Eveleth, Minn.	4.94	12	1.81	3.13	1.23	6	46	1.70	3	84	2.01
McKinley, Minn.	Fayal, Minn.	8.53	22	2.42	6.11	1.80	5	166	5.54	3	16	1.19
Total		153.57	218	34.22	119.35	21.02	117	3,091	70.27	130	1,993	62.28

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.
BRIDGES—				
Iron.....	6	900	106	288
Total	6	900		
Trestles	80	9,780	6	1,030

Gauge of track, 4 feet $8\frac{1}{4}$ inches. 172.85 miles.

TELEGRAPH.

Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of line.....	147.00
Miles of wire.....	405.60

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned
for Use by Lease.

CARS USED.		COMPENSATION.	
NAME OF OWNER.	Description.	Rate, Cts.	Amount.
Blue Line	Box.....	3-4	\$1.44
Armour Car Line.....	Refrigerator.....	*\$17.50	1,020.45
Canda Cattle Car Co.....	Stock.....	3-4	1.54
Empire Line.....	Box.....	3-4	1.36
Hammond Refrigerator Line.....	Refrigerator	3-4	93.28
Hicks Stock Car Co.....	Stock	3-4	2.25
Kansas City Dressed Beef Line.....	Refrigerator	3-4	119.44
Merchants Dispatch Transportation Co.....	Refrigerator	3-4	64.67
Union Tank Line.....	Tank	3-4	22.85
Union Refrigerator Co.....	Refrigerator.....	3-4	166.30
Swift Refrigerator Transportation Co.....	Refrigerator	3-4	109.36
Southern Iron Car Line.....	Box	3-4	.31
Cudahy Refrigerator Line.....	Refrigerator.....	3-4	1.41
Red Line.....	Box.....	3-4	.32
St. Louis Refrigerator Line.....	Refrigerator.....	3-4	1.69
J. I. Case T. M. Co.....	Flat.....	6-10	8.66
Streets Western Stable Car Line.....	Stock.....	6-10	1.36
Total.....			\$1,616.69

* Per car per month.

Duluth, Missabe & Northern Railway Co.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Duluth, Missabe & Northern Railway Co.

2. Date of organization? Articles executed Feb. 11, 1891. Recorded secretary of state May 26, 1891.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the laws of the State of Minnesota, title 1, chapter 34, General Statutes 1878, and acts amendatory.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

5. Date and authority for each consolidation? See answer to No. 4.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
F. T. Gates	26 Broadway, New York City	First Tuesday after first Mon- day in Febru- ary, 1897, for all.
Jno. T. McBride	Duluth, Minn.....	
Alex D. Thomson	Duluth, Minn.....	
W. J. Olcott.....	Duluth, Minn.....	
Alex. McDougall	Duluth, Minn.....	
Jos. B. Cotton.	Duluth, Minn.....	
Hulett C. Merritt.....	Duluth, Minn.....	

Total number of stockholders at date of last election? Twenty-two (22).

Date of last meeting of stockholders for election of directors? Feb. 4, 1896.

Give postoffice address of general office? Duluth, Minn.

Give postoffice address of operating office? Duluth, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	F. T. Gates.	
	26 Broadway, New York, N. Y.	
First vice president	Jno. T. McBride.....	Duluth, Minn.
Secretary.....	S. R. Payne.....	Duluth, Minn.
Treasurer.....	E. S. Kempton.....	Duluth, Minn.
General counsel.....	Geo. Wellwood Murray,	
	35 Wall street, New York, N. Y.	
Attorney.....	Jos. B. Cotton.....	Duluth, Minn.
Auditor.....	J. B. Hanson.....	Duluth, Minn.
Chief engineer.....	C. H. Martz	Duluth, Minn.
Superintendent.....	J. W. Kreitter.....	Duluth, Minn.
General freight agent.....	J. B. Hanson.....	Duluth, Minn.
General passenger agent.....	J. B. Hanson.....	Duluth, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which are Included in the Income Account—Page 31.

In giving roads below observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for each R'd Named.	Miles of Line for each Class of R'ds Named.
	From.	To.		
1. a Duluth, Missabe & Nor. R'y....	Stony Brook.....	Mountain Iron.....	47.57	
b Duluth, Missabe & Nor. R'y...	Missabe Junct.....	Columbia Junct.....	29.33	47.57
	Iron Junct.....	Biwabik.....	15.05	
	Wolf.....	Hibbing.....	16.04	
	Wolf.....	Virginia.....	6.29	
	Spruce.....	Eveleth.....	3.44	
	Hibbing.....	End of track.....	2.02	
	McKinley.....	Mill spur.....	.83	
	White.....	Mill spur.....	.27	
	Moon.....	Mill spur.....	.91	
	Bailey.....	Mill spur.....	.33	
	Mill post 3.....	Log spur.....	.06	
	Dorr.....	Log spur.....	.23	
	Topham.....	Log spur.....	.20	
	Norway.....	Log spur.....	.10	
	Zim.....	Log spur.....	.08	
	Mountain Iron Hill.....	Log spur.....	.43	
	Mill post 10.....	Log spur.....	.09	
	McDevitt.....	Log spur.....	.03	
	Cedar.....	Log spur.....	.05	
	Lizzie.....	Log spur.....	.08	
	Mathews.....	Log spur.....	.05	
	Rathbun.....	Mine spur.....	.44	
	Lowmore.....	Mine spur.....	.34	
	Cincinnati.....	Mine spur.....	.58	
	Berringer.....	Mine spur.....	.90	
	Minnewas.....	Mine spur.....	.43	
	Ohio.....	Mine spur.....	.88	
	Shaw.....	Mine spur.....	.28	
	Moose.....	Mine spur.....	.02	
	Loop Line.....	Mine spur.....	3.64	
	Commodore.....	Mine spur.....	.59	
	Lone Jack.....	Mine spur.....	.84	
	Oliver.....	Mine spur.....	.97	
	Victoria.....	Mine spur.....	.36	
	Franklin.....	Mine spur.....	.23	
	Adams.....	Mine spur.....	.49	
	Bessemer.....	Mine spur.....	.66	
	Lake Superior.....	Mine spur.....	.79	
	Hull.....	Mine spur.....	.60	
	Sellers.....	Mine spur.....	.02	
				88.97
5 St. Paul & Duluth R. R.....	Union Depot.....	Missabe Junct.....	1.90	1.90
Total.....				138.44

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Out- standing.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock, common.....	50,000	\$100.00	\$5,000,000	\$2,512,500	.....	.....
Total.....	50,000	\$100.00	\$5,000,000	\$2,512,500	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common.....	10,266 $\frac{2}{3}$	\$1,066,666.00
Issued for construction, common.....	13,852
Issued for cash and services.....	606 $\frac{1}{3}$	54,800.00
Total.....	25,125	\$1,121,466.00

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Per Cent.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued dur- ing Year.	Amount Paid during Year.
First mortgage.....	Jan. 1, 1892	Jan. 1, 1922	\$1,300,000.00	\$1,200,000.00	\$1,174,000.00	See note.	6	Jan. and July	\$70,440.00	\$70,440.00
Consolidated first mortgage.....	Jan. 1, 1893	Jan. 1, 1923	3,500,000.00	3,500,000.00	2,326,000.00	\$1,193,334.00	6	Jan. and July	139,560.00	134,040.00
General second mortgage.....	Jan. 1, 1894	Jan. 1, 1924	3,500,000.00	1,900,000.00	1,900,000.00	1,140,000.00	4	Jan. and July	76,000.00	76,000.00
Total.....	\$8,300,000.00	\$6,600,000.00	\$5,400,000.00	\$2,333,334.00	\$236,000.00	\$230,480.00

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EXPLANATORY REMARKS.

The first mortgage bonds were issued in part payment for construction of line Stony Brook to Mountain Iron and Iron Junct to Biwabik.

Of the \$3,500,000 consolidated first mortgage bonds issued, \$1,200,000 were delivered to Trustee to be held in escrow for the purpose of retiring the issue of bonds secured by the first mortgage, \$26,000 so retired to date.

Of the \$2,326,000 outstanding consolidated first mortgage bonds, \$100,000 is owned by the railway company.

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FUNDED DEBT—Continued.
EQUIPMENT TRUST OBLIGATIONS.
A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
A88.....	May 2, 1892.....	5 years	60	200 ore cars, 50 flat cars, 10 box cars, 6 caboose cars.*
A94.....	Sept. 23, 1892.....	5 years	60	550 ore cars, 25 box cars, 2 caboose cars, 4 passenger cars, 2 combination cars.†

B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	Cash Paid on Delivery of Equipment.	DEF'D PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.	Am't Accrued during Year.	Amount Paid during Year.
A88.....	\$27,650.00	\$110,600.00	\$25,806.66	\$36,866.20	\$8,602.12	\$7,373.24	\$7,373.24
A94.....	66,410.00	265,640.00	97,401.34	88,546.60	32,467.08	17,709.32	17,709.32
Total.....	\$94,060.00	\$376,240.00	\$123,208.00	\$125,412.80	\$41,069.20	\$25,082.56	\$25,082.56

*The obligation is represented by Railway Company's notes of \$2,457.77 each, payable at the office of Post, Martin & Co., New York, one each month, the first payable Sept. 1, 1892.

†The obligation is represented by Railway Company's notes of \$5,903.11 each, payable at the office of Post, Martin & Co., New York, one each month, the first payable May 1, 1893.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....				
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....	\$6,600,000.00	\$5,400,000.00	\$286,000.00	\$280,480.00
Equipment trust obligations—page 21.....	501,652.80	164,277.20	See note.	
Total	\$7,101,652.80	\$5,564,277.20	\$286,000.00	\$280,480.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$10,284.21	Loans and bills payable.....	\$160,131.75
Bills receivable.....	5,104.90	Audited vouchers and accounts.....	54,359.82
Due from agents.....	61,216.73	Wages and salaries.....	57,001.53
Due from solvent companies and individuals.....	407,844.11	Net traffic balances due to other companies.....	1,472.00
Due from United States government, postoffice department.....	1,393.75	Matured interest coupons unpaid (including coupons due July 1) ..	149,300.00
Total cash and current assets.....	\$485,843.70	Total current liabilities.....	\$422,295.10
Total.....	\$485,843.70	Balance cash assets.....	63,548.60
		Total.....	\$485,843.70

Materials and supplies on hand, \$32,551.94. (See general balance sheet—page 49.)

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EXPLANATORY REMARKS.

The interest included in equipment notes has been charged to new equipment.

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RECAPITULATION.

A. For Mileage-Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$2,512,500.00	\$2,512,500.00	.....	136.54	\$18,401
Bonds—page 19 (grand total).....	5,400,000.00	5,400,000.00	.....	136.54	39,549
Equipment trust obligations—page 21	164,277.20	164,277.20	.....	136.54	1,203
Total.....	\$8,076,777.20	\$8,076,777.20	.....	136.54	\$59,153

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Duluth, Missabe & Northern Railway	\$2,512,500.00	\$5,564,277.20	\$8,076,777.20	136.54	\$59,153
Total.....	\$2,512,500.00	\$5,564,277.20	\$8,076,777.20	136.54	\$59,153

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COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during Year, not Included in Operating Expenses.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Income Account as Permanent Improvements.	Charged to Construction or Equipment.			
CONSTRUCTION—					
Right of way	\$4,239.89	\$1,060.03	\$374,763.94	\$373,703.91	.....
Other real estate			4,046.98	4,046.98	.....
Fences			2,588.79	2,588.79	.....
Grading and bridge and culvert masonry	20,618.54		500,020.86	500,020.86	.....
Bridges and trestles	7,225.58		270,555.52	270,555.52	.....
Rails	4,160.70		297,498.39	297,498.39	.....
Ties	1,475.40		37,870.58	37,870.58	.....
Other superstructure	1,534.19		260,204.90	260,204.90	.....
Buildings, furniture and fixtures	9,440.64		48,240.12	48,240.12	.....
Shop machinery and tools			2,938.60	2,938.60	.....
Engineering expenses	219.63		71,387.05	71,387.05	.....
Interest during construction			24,316.42	24,316.42	.....
Discount on securities sold for construction			1,866,666.00	1,866,666.00	.....
Telegraph line	568.03		11,587.24	11,587.24	.....
Wharves, ore docks, etc.	280,049.91		451,729.52	451,729.52	.....
Sidings and yard extensions	24,268.57		2,676,702.50	2,676,702.50	.....
Road built by contract			34,856.22	34,856.22	.....
Other items .....					.....
Total construction	\$332,800.58	\$1,060.03	\$6,915,974.83	\$6,914,914.80	\$50,644.00
EQUIPMENT—					
Locomotives			179,699.17	179,699.17	.....
Passenger cars			20,252.00	20,252.00	.....
Baggage, express and postal cars			7,700.16	7,700.16	.....
Combination cars			8,808.00	8,808.00	.....
Freight cars			743,188.65	743,188.65	.....
Other cars of all classes	823,552.74		35,022.42	35,022.42	.....
Total equipment	\$823,552.74		\$994,670.40	\$994,670.40	\$7,284.00
Total cost construction, equipment, etc.—State of Minnesota	\$656,353.32		\$7,910,645.23	\$7,909,585.20	\$57,928.00

Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$1,791,980.53	
Less operating expenses—page 45.....	581,345.24	
Income from operation.....		\$1,210,635.29
Dividends on stocks owned—page 37.....	\$500.00	
Interest on bonds owned—page 39.....	300.00	
Miscellaneous income (less expenses)—page 41.....	15,725.08	
Income from other sources.....		\$16,525.08
Total income..		\$1,227,160.37
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23	\$236,000.00	
Taxes.....	27,548.84	
Permanent improvements—page 29.....	656,353.32	
Other deductions.....	350,719.49	
Total deductions from income.....		\$1,320,621.65
Deficit.....		\$93,461.28
Deficit from operations of year ending June 30, 1896.....		\$93,461.28
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		102,624.78
Surplus on June 30, 1896 (for entry on general balance sheet, page 51)....		\$9,163.50

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EXPLANATORY REMARKS.

The \$350,719.49 "Other Deductions" is made up as follows, viz :		
Amount placed in sinking funds.....		\$200,223.65
Securities retired and cancelled from income.....		150,495.84
Total.....		\$350,719.49

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$44,053.12		
Less repayments—			
Tickets redeemed.....		\$43.42	
Total deductions.....		\$43.42	
Total passenger revenue.....			\$44,009.70
Mail			4,348.18
Express			2,762.03
Extra baggage and storage.....			108.86
Total passenger earnings			\$51,228.77
FREIGHT—			
Freight revenue.....	\$1,734,376.17		
Less repayments—			
Overcharge to shippers.....		\$1,025.51	
Total deductions.....		\$1,025.51	
Total freight revenue			\$1,733,350.66
Total freight earnings.....			\$1,733,350.66
Total passenger and freight earnings.....			\$1,784,579.43
OTHER EARNINGS FROM OPERATION—			
Switching charges—balance.....			\$1,516.50
Telegraph companies.....			5,157.04
Other sources.....			727.56
Total other earnings.....			\$7,401.10
Total gross earnings from operation—Minnesota.....			\$1,791,980.53
Total gross earnings from operation—entire line.....			\$1,791,980.53

(Page 37.)

STOCKS OWNED.

Other Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
American Steel Barge Co.....	\$12,000.00	.....	\$300.00	\$12,000.00
Rocky Fork Coal Co.....	5,000.00	.....	200.00	2,500.00
Interest in capital stock L. S. C. iron mines	116,250.80	.....	.....	116,250.80
Total.....	\$133,250.80	.....	\$500.00	\$130,750.80

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Duluth, Missabe & Northern R'y.....	\$100,000.00	.....	.....	\$100,000.00
Total.....	\$100,000.00	.....	.....	\$100,000.00

B. Other Bonds.

Chicago Edison Electric Co.....	.....	.....	\$300.00	Sold
Total.....	.....	.....	\$300.00	.....
Grand total, A and B.....	\$100,000.00	.....	\$300.00	\$100,000.00

(Page 41.)

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscella- neous Income.
Interest on notes, call loans, etc.....	\$13,913.67
Profit on work done for other companies.....	1,811.41
Total.....	\$15,725.08

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$86,109.06
Renewals of rails.....	14,456.42
Renewals of ties.....	1,302.97
Repairs and renewals of bridges and culverts.....	1,743.22
Repairs and renewals of fences, road crossings, signs and cattle guards.....	6,706.06
Repairs and renewals of buildings and fixtures.....	3,501.26
Repairs and renewals of docks and wharves.....	834.29
Repairs and renewals of telegraph.....	1,497.50
Stationery and printing.....	155.40
Total.....	\$115,306.18

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$5,916.00
Repairs and renewals of locomotives.....	17,855.60
Repairs and renewals of passenger cars.....	2,978.96
Repairs and renewals of freight cars.....	45,002.41
Repairs and renewals of shop machinery and tools.....	1,279.79
Stationery and printing.....	206.75
Total.....	\$73,239.51

CONDUCTING TRANSPORTATION.

Superintendence.....	\$8,100.00
Engine and roundhouse men.....	57,068.80
Fuel for locomotives.....	87,273.15
Water supply for locomotives.....	4,159.35
Oil, tallow and waste for locomotives.....	2,439.14
Train service.....	34,358.18
Train supplies and expenses.....	4,475.26
Switchmen, flagmen and watchmen.....	24,176.11
Telegraph expenses.....	12,774.66
Station service.....	41,586.78
Station supplies.....	5,186.27
Hire of equipment.....	3,391.70
Loss and damage.....	945.99
Injuries to persons.....	8,581.28
Advertising.....	3,518.80
Outside agencies.....	353.27
Rents for tracks, yards and terminals—page 47, B.....	9,579.26
Rents of buildings and other property.....	3,668.34
Stationery and printing.....	2,300.07
Other expenses.....	22,360.56
Total.....	\$829,513.57

(Page 45.)

OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$20,149.94
Salaries of clerks and attendants.....	6,657.17
General office expenses and supplies.....	4,265.13
Insurance.....	9,422.34
Law expenses.....	11,032.16
Stationery and printing (general offices).....	713.27
Other expenses.....	11,045.97
Total.....	<u>\$63,285.98</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$115,306.18
Maintenance of equipment.....	73,239.51
Conducting transportation.....	329,513.57
General expenses.....	<u>63,285.98</u>
Grand total.....	<u>\$581,345.24</u>

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$115,306.18
Maintenance of equipment.....	73,239.51
Conducting transportation.....	329,513.57
General expenses.....	<u>63,285.98</u>
Total.....	<u>\$581,345.24</u>
Percentage of expenses to earnings—Minnesota.....	32.44

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks Union depot to Missabe Jct	Duluth	St. Paul & Duluth.....	.....	\$9,519.26
Total.....	.....	.....	.....	<u>\$9,519.26</u>

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Assets.	Item.	Increase.	Decrease.
\$8,915,974.83	Cost of road—page 29.....	\$6,914,914.80	.....	\$1,060.03
994,670.40	Cost of equipment—page 29.....	994,670.40	.....	5,000.00
135,750.80	Stocks owned—page 37.....	130,750.80	.....	6,800.00
106,800.00	Bonds owned—page 39.....	100,000.00	.....	.....
370,279.65	Cash and current assets—page 23.....	485,843.70	.....	.....
48,092.14	OTHER ASSETS—	.....	.....	.....
215,246.56	Materials and supplies.....	32,551.94	.....	.....
.....	Sinking fund.....	471,811.00	.....	.....
.....	Grand total.....	.....	256,054.44	15,540.20
.....	\$8,786,814.39	.....	.....	\$343,228.25	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	LIABILITIES.	Item.	Increase.	Decrease.
\$2,512,500.00	Capital stock—page 17.....	\$2,512,500.00	.....	.....
5,664,607.76	Funded debt—page 23.....	5,664,277.20	.....	.....
291,835.29	Current liabilities—page 23.....	422,295.10	.....	\$130,459.81
163,922.12	Sinking fund installments paid.....	364,145.77	.....	200,223.65
51,324.44	Accretions to sinking funds.....	107,165.23	.....	55,840.79
102,624.78	Securities retired and canceled from income.....	150,495.84	.....	150,495.84
.....	Profit and loss—page 31 (or 33).....	9,163.50	.....	93,461.28
.....	Grand total.....	.....	.....	.....
.....	\$8,786,814.39	.....	.....	\$343,228.25	.....

EXPLANATORY REMARKS.

(Page 50.)

The statement shows the funded debt to have been reduced \$100,330.56, while the amount shown for securities retired and canceled during the first six months of 1895 were not charged to income until Dec. 31, 1895, the close of our fiscal year.

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

Increase in mileage of logging and mining spurs, 6.70 miles.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. By an agreement with the American Express Company, dated July 31, 1893, to be in force for five years, the Duluth, Missabe & Northern Railway Company agrees to transport the freight of the Express Company over all lines operated by the Railway Company, the Express Company to pay for the service rendered a rate per 100 pounds based on the commodity and distance carried.

2. The company transports mails over any routes on its lines when ordered by the United States Government Postoffice Department. The Railway Company receives such compensation for its services as is from time to time fixed upon by the United States Government Postoffice Department.

3. None run on this company's lines.

4. The cars of all transportation companies are allowed to run over this company's lines, paying the regular rates and receiving mileage, and their freight having no preference over other freight of like class.

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From.	To.			
First mortgage 6 per cent gold bond.....	Stony Brook.....	Mountain Iron.....	47.57		
	Iron Junction.....	Biwabik.....	15.05		
	Mining spurs.....	.....	1.10		
	Total.....	.....	63.72	\$19,425.00	*
Consolidated first mortgage 6 per cent gold bond.....	Stony Brook.....	Mountain Iron.....	47.57		
	Iron Junction.....	Biwabik.....	15.05		
	Wolf.....	Virginia.....	6.29		
	Missabe Junction.....	Columbia Junction.....	29.33		
	Wolf.....	Hibbing.....	16.04		
	Spruce.....	Eveleth.....	3.44		
	Mining and log spurs.....	.....	18.82		
Total.....	.....	.....	136.54	17,035.00	†
General second mortgage 4 per cent gold bond.....	Stony Brook.....	Mountain Iron.....	47.57		
	Iron Junction.....	Biwabik.....	15.05		
	Wolf.....	Virginia.....	6.29		
	Missabe Junction.....	Columbia Junction.....	29.33		
	Wolf.....	Hibbing.....	16.04		
	Spruce.....	Eveleth.....	3.44		
Total.....	.....	.....	136.54	13,915.00	†

* All that owned by company at date of mortgage. † All that owned by company.

(Page 59.) EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers.....	8	3,078	\$26,549.90	\$8.63
General office clerks.....	16	5,280	11,819.61	2.24
Station agents.....	10	3,555	7,302.75	2.05
Other station men.....	25	4,881	7,496.17	1.54
Enginemen.....	51	9,323	34,147.83	3.66
Firemen.....	52	9,199	20,874.47	2.27
Conductors.....	26	5,666	16,292.44	2.88
Other trainmen.....	61	11,162	22,454.56	2.01
Machinists.....	10	2,587	6,004.65	2.32
Carpenters.....	20	6,043	12,475.50	2.06
Other shopmen.....	58	12,925	21,683.08	1.68
Section foremen.....	25	8,843	14,502.45	1.64
Other trackmen.....	300	51,614	63,767.65	1.24
Switchmen, flagmen and watchmen.....	64	9,381	23,884.67	2.55
Telegraph operators and dispatchers.....	26	6,009	12,607.35	2.10
All other employes and laborers.....	238	37,170	65,788.31	1.77
Total (including general officers) Minnesota	990	186,716	\$367,651.39	\$1.97
Less general officers.....	8	3,078	26,549.90	.....
Total (excluding general officers) Minnesota	982	183,638	\$341,101.49	\$1.86
DISTRIBUTION OF ABOVE—				
General administration.....	24	8,358	\$37,739.27	\$4.52
Maintenance of way and structures.....	345	66,500	90,700.21	1.36
Maintenance of equipment.....	76	17,452	31,363.58	1.80
Conducting transportation.....	545	94,406	207,848.33	2.20
Total (including general officers) Minnesota	990	186,716	\$367,651.39	\$1.97
Less general officers.....	8	3,078	26,549.90	.....
Total (excluding general officers) Minnesota	982	183,638	\$341,101.49	\$1.86
Total (including general officers) entire line	990	186,716	\$367,651.39	\$1.97

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Pass'ngers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	32,942			
Number of passengers carried one mile.....	1,455,136			
Number of passengers carried one mile per mile of road.....	10,511			
Average distance carried, miles.....	44.17			
Total passenger revenue—page 35.....		\$44,009.70		
Average amount received from each passenger.....			1.33.	598
Average receipts per passenger per mile.....				.03.024
Total passenger earnings—page 35.....		51,228.77		
Passenger earnings per mile of road.....			370.04.	312
Passenger earnings per train mile.....				.80.709
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	2,337,638			
Number of tons carried one mile.....	173,455,860			
Number of tons carried one mile per mile of road.....	1,252,932			
Average distance haul of one ton, miles.....	74.20			
Total freight revenue—page 35.....		1,733,350.66		
Average amount received for each ton of freight.....				.74.180
Average receipts per ton per mile.....				.999
Total freight earnings—page 35.....		1,733,350.66		
Freight earnings per mile of road.....			12,520.59.	130
Freight earnings per train mile.....				4.27.457
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		1,777,860.86		
Passenger and freight revenue per mile of road.....			12,638.48.	859
Passenger and freight earnings—page 35.....		1,784,579.43		
Passenger and freight earnings per mile of road.....			12,890.63.	442
Gross earnings from operation—page 35.....		1,791,980.53		
Gross earnings from operation per mile of road.....			12,944.09.	513
Gross earnings from operation per train mile.....				8.89.534
Operating expenses—page 45.....		581,845.24		
Operating expenses per mile of road.....			4,199.25.	773
Operating expenses per train mile.....				1.26.371
Income from operation—page 31.....		1,210,635.29		
Income from operation per mile of road.....			8,744.83.	740
TRAIN MILEAGE—				
Miles run by passenger trains.....	47,100			
Miles run by freight trains.....	383,219			
Miles run by mixed trains.....	29,713			
Total mileage trains earning revenue.....	460,032			
Miles run by construction and other trains.....	33,112			
Grand total train mileage.....	493,144			
Mileage of loaded freight cars—north or east.....	464,371			
Mileage of loaded freight cars—south or west.....	6,036,456			
Mileage of empty freight cars—north or east.....	5,946,037			
Mileage of empty freight cars—south or west.....	274,842			
Average number of freight cars in train.....	31.4			
Average number of loaded cars in train.....	16			
Average number of empty cars in train.....	15.4			
Average number of tons of freight in train.....	256			
Average number of tons of freight in each loaded car.....	16			

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

(Same as Page 61, A.)

(Page 63.) FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons	Per Cent.
Grain.....	989	358	1,347	.057
Flour.....	836	49	885	.038
Other mill products.....	844	127	971	.042
Hay.....	1,664	419	2,083	.089
Tobacco.....	98	12	110	.005
Fruit and vegetables.....	943	195	1,138	.049
Live stock.....	645	156	801	.034
Dressed meats.....	472	30	502	.021
Other packing-house products.....	319	25	344	.015
Hides and leather.....	101	.....	101	.004
Anthracite coal.....	775	.....	775	.033
Bituminous coal.....	11,369	83	11,452	.490
Ores.....	2,226,168	.....	2,226,168	95.231
Stone, sand and other like articles.....	142	.....	142	.006
Lumber.....	14,116	3,152	17,268	.739
Logs and piling.....	58,186	.....	58,186	2.489
Shingles and lath.....	36	31	67	.003
Ties.....	2,106	.....	2,106	.091
Posts.....	46	.....	46	.002
Petroleum and other oils.....	540	21	561	.024
Sugar.....	199	12	211	.009
Iron and steel rails.....	1,064	.....	1,064	.045
Other castings and machinery.....	1,945	156	2,101	.090
Bar and sheet metal.....	378	33	411	.018
Cement, brick and lime.....	1,449	179	1,628	.070
Wagons, carriages, tools, etc.....	297	11	308	.013
Wines, liquors and beers.....	897	1,075	1,972	.084
Household goods and furniture.....	685	104	789	.034
Merchandise.....	1,267	317	1,584	.068
Miscellaneous—other commodities not mentioned above.....	2,246	271	2,517	.107
Total tonnage—Minnesota.....	2,330,822	6,816	2,337,638	100.00
Total tonnage—entire line.....	7,330,822	6,816	2,337,638	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives, Owned and Leased—						
Passenger	2	2	2	Westinghouse		
Freight	16	16	16	Westinghouse		
Switching	8	8	8	Westinghouse		
Total locomotives in service.	26	26	26	Westinghouse		
Cars, Owned and Leased—In Passenger Service—						
First class cars	4	4	4	Westinghouse	4	Miller.
Second class cars	1	1	1	Westinghouse	1	Miller.
Combination cars	2	2	2	Westinghouse	2	Miller.
Baggage, express and postal cars	1	1	1	Westinghouse	1	Miller.
Total	8	8	8		8	
In Freight Service—						
Box cars	10	45	45	Westinghouse	10	Buckeye.
Flat cars		219	170	Westinghouse		
Ore cars	701	1,801	1,801	Westinghouse	{ 200 600	Chicago. Buckeye.
Total	711	2,065	2,016		810	
In Company's Service—						
Officers' and pay cars	1	1	1	Westinghouse	1	Miller.
Caboose cars	17					
Other road cars	2	1	1	Westinghouse		
Total	20	2	2		1	
Total cars in service	2,093					
Less cars leased	849	841			9	
Total cars owned	1,254	1,185				

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	47.57	88.97	.....	.....	.....	1.90	138.44	6.70	.....	136.54
Miles of second track.....	6.03	.....	.....	.....	.....	.....	6.03	.....	.....	6.03
Miles of yard track and sidings.....	32.95	4.60	.....	.....	.....	.....	37.55	6.85	.....	37.55
Total mileage operated (all tracks).....	86.55	93.57	.....	.....	.....	1.90	182.02	13.55	.....	180.12

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—										
Minnesota.....	47.57	88.97	.....	.....	.....	1.90	138.44	6.70	.....	136.54
Total mileage operated (single track).....	47.57	88.97	.....	.....	.....	1.90	138.44	6.70	.....	136.54

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	47.57	88.97	136.54	6.70	.....	136.54
Total mileage owned (single track).....	47.57	88.97	136.54	6.70	.....	136.54

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

Same as page 67.

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard, Lbs.	Av. Price Per Ton at Distributing Point.	Kind.	Number.	Av. Price at Distributing Point.
Steel.....	1,047.690	80	\$26.10	Hemlock.....	5,211	\$0.25
Total	1,047.690	80	\$26.10	Total	5,211	.25

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	1,005	.....	1,005	48,885	39.12
Freight.....	22,661	.....	22,661	540,130	83.90
Switching.....	2,579	.....	2,579	130,870	39.41
Construction.....	1,909	.....	1,909	59,470	64.20
Total.....	28,154	.....	28,154	779,355	72.25
Average cost at distributing point.....	\$3.10	.....	.....	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	2	.....	.....	.....	.....	.....	2
Falling from trains and engines...	.....	1	1	.....	.....	2	1	3
Deraillments	1	.....	.....	.....	.....	.....	1	.....
Other causes .....	.....	2	1	.....	.....	4	1	6
Total	1	5	2	.....	.....	6	3	11

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....	1	4	5
Total.....	1	4	5

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EXPLANATORY REMARKS.

Trainmen, Other Causes.—1, catching onto caboose that was passing; 1, slipped and fell while passing over train.

Watchmen—1, run down by switch engine.

Other Employees, Other Causes.—1, fell through ore car; 1, fell from rear end of train; 1, pinched between two rails; 1, fell into ore pocket.

Trespassing.—2, walking on track; 1, asleep on track; 1, catching onto train; 1, catching onto engine—all intoxicated.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Num- ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Stony Brook	Mountain Iron	47.57	38	8.80	38.77	8.12	21	382.0	31.28	19	120.0	9.17
Iron Junction	Biwabik	15.05	9	1.68	13.37	2.91	6	97.0	6.69	7	105.0	5.45
Wolf	Virginia	6.29	3	.68	5.61	1.89	5	59.5	3.15	4	22.5	1.25
Missabe Junction	Columbia Junction	29.33	39	9.33	20.00	4.10	19	849.4	14.78	17	197.0	10.45
Wolf	Hibbing	16.04	17	4.52	11.52	4.22	10	201.0	8.41	5	61.5	3.41
Spruce	Eveleth	3.44	6	.81	2.63	.45	6	154.5	2.67	2	2.0	.32
Totals.....	117.72	112	25.82	91.90	21.69	67	1743.4	65.98	54	509.0	30.05

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Low't above Surface of Rail, Feet.
BRIDGES—					Overhead Highway Crossings—		
Iron.....	9	913.3	25.6	260.1	Bridges.....	2	20
Wooden.....	7	857.6	105	150	Total.....	2	
Total.....	16	1,770.9			Overhead Railway Crossings—		
					Trestles.....	1	35
Trestles.....	89	26,932	16	4,000	Total.....	1	

Gauge of track, 4 feet, 8½ inches. 136.54 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of line 114.4
Miles of wire..... 238.5

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate Per Mile, Cents.	Amount.
Armour Car Lines.....	Refrigerator.....	3-4	\$10.38
Arms Palace Horse Car Co.....	Horse car.....	3-4	1.10
Anglo-American Refrigerator Car Co.....	Refrigerator.....	3-4	3.73
Blue Line.....	Box.....	6-10	.15
Canada Southern Line.....	Box.....	6-10	.81
Chicago Refrigerator Car Line.....	Refrigerator.....	3-4	1.24
The G. H. Hammond Company Refrigerator Line.....	Refrigerator.....	3-4	1.04
Kansas City Dressed Beef Line.....	Refrigerator.....	3-4	1.24
Pabst Refrigerator Line.....	Refrigerator.....	3-4	2.33
Red Line Transit Co.....	Box.....	6-10	1.65
Swift Refrigerator Line.....	Refrigerator.....	3-4	5.71
Union Refrigerator Transit Co.....	Refrigerator.....	3-4	71.37
Total.....			\$100.75

Duluth Terminal Railway Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Duluth Terminal Railway Company.
2. Date of organization? Aug. 11, 1887.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of the State of Minnesota; chapter 34, General Statutes 1887.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Samuel Hill.....	Minneapolis, Minn...	When successor is elected.
M. D. Grover.....	St. Paul, Minn.....	When successor is elected.
E. Sawyer.....	St. Paul, Minn.....	When successor is elected.
W. C. Farrington.....	Duluth, Minn.....	When successor is elected.
G. G. Hartley.....	Duluth, Minn.....	When successor is elected.
J. B. Suthpin.....	Duluth, Minn.....	When successor is elected.
W. P. Clough.....	St. Paul, Minn.....	When successor is elected.
Ray T. Lewis.....	Duluth, Minn.....	When successor is elected.

Total number of stockholders at date of last election? 10.

Date of last meeting of stockholders for election of directors? Aug. 2, 1895.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? West Superior, Wis.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Samuel Hill.....	Minneapolis, Minn.
First Vice President... ..	W. C. Farrington.....	Duluth, Minn.
Secretary and Treasurer...	E. Sawyer.....	St. Paul, Minn.
General Solicitor.....	M. D. Grover.....	St. Paul, Minn.
Comptroller.....	R. I. Farrington.....	St. Paul, Minn.
Superintendent.....	J. B. Rice.....	West Superior, Wis.

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
1 a. Duluth Terminal R'y.....	In Duluth, Minn.....	.....	1.78	1.78
Total.....	.....	.....	1.78	1.78

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock.....	500,000	\$100.00	\$50,000.00	\$50,000.00	6	\$3,000.00
Total.....	500,000	\$100.00	\$50,000.00	\$50,000.00	.....	\$3,000.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for construction.....	500	\$50,000.00
Total.....	500	\$50,000.00

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate, Per Ct.	When Payable.	Am't Accrd'd during Y'r.	Am't Paid during Y'r.
First mortgage bonds.....	May, 1889	May, 1909	.....	\$175,000.00	\$175,000.00	\$175,000.00	6	May 1. Nov. 1.	\$10,500.00	\$10,500.00
Total.....	.....	.....	.....	\$175,000.00	\$175,000.00	\$175,000.00	.....	.....	\$10,500.00	\$10,500.00

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$175,000.00	\$175,000.00	\$10,500.00	\$10,500.00
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....				
Equipment trust obligations—page 21.....				
Total.....	\$175,000.00	\$175,000.00	\$10,500.00	\$10,500.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Due from solvent companies and individuals.....	\$60,126.78	Balance cash assets.....	\$60,126.78
Total—Cash and current assets.....	\$60,126.78		
Total.....	\$60,126.78	Total.....	\$60,126.78

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$50,000.00	\$50,000.00	.....	1.78	\$28,090
Bonds—page 19 (grand total).....	175,000.00	175,000.00	.....	.....	98,815
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$225,000.00	\$225,000.00	.....	1.78	\$126,405

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Duluth Terminal R'y.....	\$50,000.00	\$175,000.00	\$225,000.00	1.78	\$126,405
Total	\$50,000.00	\$175,000.00	\$225,000.00	1.78	\$126,405

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Grading, bridge and culvert masonry	\$6,951.84			
Sidings and yard extensions.....	93.03			
Total construction.....	\$7,044.87	\$237,424.81	\$244,469.68	\$137,342.52
Total cost, Minnesota	\$7,044.87	\$237,424.81	\$244,469.68	\$137,342.52

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35	\$44,328.67	
Less operating expenses—page 45.....	17,158.32	
Income from operation.....		\$27,170.35
Total income.....		\$27,170.35
Deductions from Income—		
Interest on funded debt accrued —page 23.....	\$10,500.00	
Total deductions from income.....		\$10,500.00
Net income.....		\$16,670.35
Dividends, 6 per cent, stock—page 17.....	\$3,000.00	
Total.....		\$3,000.00
Surplus from operations of year ending June 30, 1896		\$13,670.35
Deductions for year (see note, page 30).....		\$13,670.35

(Page 30.)

EXPLANATORY REMARKS.

The amount shown as deductions for the year represent amounts transferred to fund for renewal of bridging, to reimburse that fund for amounts deducted therefrom to make good deficits in operation. See reports for years 1892, 1893, 1894 and 1895.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

Rents from tracks, yards and terminals—page 41.....	\$44,328.67
Total gross earnings from operation—Minnesota	\$44,328.67

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Terminals	Duluth, Minn.	Eastern Ry. of Minn.....	\$44,328.67	\$44,328.67
Total rents received .....	.....	.....	.....	\$44,328.67

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$1,123.42
Renewals of rails.....	11.87
Renewals of ties.....	100.07
Repairs and renewals of bridges and culverts.....	14,716.42
Repairs and renewals of fences, road crossings, signs and cattle guards.....	5.26
Total	\$15,957.04

(Page 45.)

OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

Salaries of general officers.....	\$600.00
Salaries of clerks and attendants.....	350.98
Insurance.....	250.00
Other expenses.....	.30
Total.....	\$1,201.28

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$15,957.04
General expenses	1,201.28
Grand total.....	\$17,158.32
Percentage of expenses to earnings—entire line.....	38.71

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$237,424.81	Cost of road—page 29.....	\$244,469.68	.....	\$7,044.87	.....
.....	Cost of equipment—page 29.....	.....	.....	.....	.....
.....	Stocks owned—page 37.....	.....	.....	.....	.....
.....	Bonds owned—page 37.....	.....	.....	.....	.....
23,646.84	Cash and current assets—page 23.....	60,126.78	.....	36,479.94	.....
.....	Grand total .....	.....	\$304,596.46	\$43,524.81	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$50,000.00	Capital stock—page 17.....	\$50,000.00	.....	.....	.....
175,000.00	Funded debt—page 23.....	175,000.00	.....	.....	.....
.....	Current liabilities—page 23.....	.....	.....	.....	.....
1,750.00	Accrued interest on funded debt not yet payable.....	1,750.00	.....	.....	.....
64,821.65	Fund for renewal of bridging.....	58,376.78	.....	\$24,053.13	.....
.....	Advances for construction for which bonds may be issued.....	19,469.68	.....	19,469.68	.....
.....	Profit and loss—page 31 (or 33).....	.....	.....	.....	.....
.....	Grand total.....	.....	\$304,596.46	\$43,524.81	.....

(Page 57.) SECURITY FOR FUNDED DEBT — PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Income Mortgaged.
	From.	To	Miles.		
First mortgage bonds	In Duluth.....	.....	1.78	\$98,315.00	All

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	1	365	\$ 600.00	\$1.64
Other officers.....	1	365	144.00	.39
General office clerks.....	4	1,460	206.98	.13
Carpenters.....	2	597	1,437.90	2.41
Section foremen.....	1	196	338.47	1.73
Other trackmen.....	2	472	539.89	1.14
Total (including general officers) Minnesota	11	3,455	\$3,267.24	\$0.92
Less general officers.....	1	365	600.00	1.64
Total (excluding general officers) Minnesota	10	3,090	\$2,667.24	\$0.81
DISTRIBUTION OF ABOVE—				
General administration.....	6	2,190	950.98	.43
Maintenance of way and structures.....	5	1,265	2,316.26	1.83
Total (including general officers) Minnesota	11	3,455	\$3,267.24	\$0.92
Less general officers.....	1	365	600.00	1.64
Total (excluding general officers) Minnesota	10	3,090	\$2,667.24	\$0.81

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Rev'nue and Rates.	
		Dols.	Cts.
PASSENGER AND FREIGHT—			
Gross earnings from operation—page 35.....		\$44,328.67	
Gross earnings from operation per mile of road.....		24,903.75	
Operating expenses—page 45.....		17,158.32	
Operating expenses per mile of road.....		9,639.51	
Income from operation—page 31.....		27,170.35	
Income from operation per mile of road.....		15,264.24	

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1.78	.....	.....	.....	.....	.....	1.78	.....	.....	1.78
Miles of yard track and sidings.....	3.31	.....	.....	.....	.....	.....	3.31	.13	.....	3.31
Total mileage operated (all tracks).....	5.09	.....	.....	.....	.....	.....	5.09	.13	.....	5.09

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
Minnesota.....							Iron.	Steel.
Total mileage operated (single track).....	1.78	.....	.....	.....	1.78	.....	.....	1.78

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY	Line Represented by Capital Stock, Main Line.	Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
Minnesota.....				Iron.	Steel.
Total mileage owned (single track).....	1.78	1.78	.....	.....	1.78

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

Same as page 67.

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

New Ties Laid during the Year.

KIND.	Number.	Ave. Price at Distribut- ing Point.
Hardwood	21	\$0.352
Pine, tamarack and cedar	328	.248
Total	349	\$0.254

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Num- ber.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.
BRIDGES—				
Iron girder	5	566	34	356
Wooden	1	149		
Total	6	715		
Trestles	3	10,567	497	8,740

Gauge of track, 4 feet, 8½ inches. 1.78 miles.

Duluth & Winnipeg Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Duluth & Winnipeg Railroad Co.
2. Date of organization? July 16, 1890.
3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
H. J. Boardman.....	Boston, Mass.....	} Until next stockholders' meeting.
W. F. Fitch.....	Marquette, Mich...	
A. B. Eldridge.....	Marquette, Mich...	
J. Hugh Peters.....	New York City....	
Zelah Van Loan.....	New York City....	
J. Fredrick Sweasly.....	New York City....	
Andrew Leitch.....	New York City....	
Stillman Gray.....	New York City....	
Chas. H. Johnson, Jr.....	New York City....	

Total number of stockholders at date of last election? Seventy-nine.

Date of last meeting of stockholders for election of directors? Jan. 12, 1894.

Give postoffice address of general office? Marquette, Mich.

Give postoffice address of operating office? Marquette, Mich.

OFFICERS.

(Page 7.)

Title.	Name.	Location of Office.
President	W. F. Fitch.....	Marquette, Mich.
Secretary.....	Stillman Gray.....	New York City.
Treasurer.....	Geo. H. Church.....	New York City.
Attorney, or general counsel.....	M. D. Munn... ..	St. Paul, Minn.
Auditor.....	A. E. Delf.....	Marquette, Mich.
General mngr. and receiver..	W. F. Fitch.....	Marquette, Mich.
General superintendent.....	D. M. Philbin.....	Duluth, Minn.
Superintendent of telegraph..	V. L. Bean.....	Swan River, Minn.
General freight agent.....	William Orr.....	Duluth, Minn.
General passenger agent.....	William Orr.....	Duluth, Minn.
Land commissioner.....	E. W. MacPherran...	Marquette, Mich.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock: a. Main line. b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
1 a. D. & W. R. R. Main Line.....	Wisconsin State Line...	Deer River, Minn.	100.00	100.00
5. St. Paul & Duluth R. R.	Short Line Park.....	Duluth, Minn.....	11.30	11.30
Total.....			111.30	111.30

(Page 9.)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

1. Main Line.....	Minnesota State Line...	Deer River, Minn.....	100.00	100.00
3. Northwestern Coal R'y Co.....	{ Belt Line Jct. (C. St.) }	Minnesota State Line...	11.00	.....
*3 & 4. Duluth & Winnipeg Ter- minal Co.....	{ P. M. & O. Crossing } Belt Line Jct.....	Allouez Bay Ore Dock..	1.25	12.25
5. St. Paul & Duluth R. R.	Short Line Park.....	Duluth, Minn.....	11.30	11.30
Total.....			123.55	123.55

(Page 9, B.)

EXPLANATORY REMARKS.

*3 & 4, Duluth & Winnipeg Terminal Co. was operated from July 1, 1895, to Nov. 30, 1895, under lease, and from May 1, 1896, to June 30, 1896, under contract, the rent being contingent upon the number of tons of freight handled over that part of the line.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Author- ized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock—common.....	50,000	\$100.00	\$5,000,000.00	\$2,500,000.00	.....	.....
Total	50,000	\$100.00	\$5,000,000.00	\$2,500,000.00	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for construction—common.....	15,000	.....
Issued for construction—preferred.....	10,000	.....
Total.....	25,000	.....

REMARKS.—Stock was issued to the North Star Construction Company for construction of 100 miles of railroad and equipment, extending from New Duluth, Minn., to Deer River, Minn., as follows: Com-
mon, \$15,000 per mile; preferred, \$10,000 per mile.

(Page 19.)

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate P. C.	When Payable.	Amount Accr'd dur- ing Year.	Amount Paid during Year.
First mortgage bonds.....	July 1, 1939	July 1, 1929	\$7,000,000	\$2,000,000	\$2,000,000	.....	5 {	January 1 }	\$100,000	.....
Total.....	.....	.....	\$7,000,000	\$2,000,000	\$2,000,000	.....	.....	.....	\$100,000	.....

(Page 18.)

EXPLANATORY REMARKS.

1. Issued for construction of 100 miles of railroad and equipment.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$2,000,000.00	\$2,000,000.00	\$100,000.00	.....
Miscellaneous obligations—page 19.....	.....	.....	.....	.....
Income bonds—page 19.....	.....	.....	.....	.....
Equipment trust obligations—page 21.....	.....	.....	.....	.....
Total.....	\$2,000,000.00	\$2,000,000.00	\$100,000.00	.....

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$30,889.25	Audited vouchers and accounts.....	\$31,114.92
Bills receivable.....	315.44	Wages and salaries.....	11,876.47
Due from agents.....	1,659.36	Matured interest coupons unpaid (including coupons due July 1)...	514,130.00
Due from solvent companies and individuals.....	131,142.27	Total current liabilities.....	\$557,141.39
Net traffic balances due from other companies.....	4,668.90		
Total cash and current assets.....	\$218,675.22		
Balance current liabilities.....	338,466.17		
Total.....	\$557,141.39	Total.....	\$557,141.39

Materials and supplies on hand, \$1,785.49. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$2,500,000.00	\$2,500,000.00	.....	100	\$25,000.00
Bonds—page 19 (grand total).....	2,000,000.00	2,000,000.00	.....	100	20,000.00
Total	\$4,500,000.00	\$4,500,000.00	100	\$45,000.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded) the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Duluth & Winnipeg R. R.	\$2,500,000.00	\$2,000,000.00	\$4,500,000.00	100	\$45,000.00
Total.....	\$2,500,000.00	\$2,000,000.00	\$4,500,000.00	100	\$45,000.00

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
CONSTRUCTION—				
Fences.....	\$857.89		\$857.89	\$8.58
Rails.....	12.00	*\$511.25	*499.25	*4.99
Buildings, furniture and fixtures.....	1,248.76	517.78	1,766.54	17.66
Telegraph line.....	*6.25		*6.25	*.06
Sidings and yard extensions.....	122.02	988.36	1,110.38	11.10
Purchase of constructed road and equipment.....		4,500,000.00	4,500,000.00	45,000.00
Total construction.....	\$2,234.42	\$4,500,994.89	\$4,503,229.31	\$45,032.29
Total equipment.....	\$2,234.42	\$4,500,994.89	\$4,503,229.31	\$45,032.29

* Credit.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35	\$282,564.10	
Less operating expenses—page 45.....	204,259.93	
Income from operation.....		\$78,304.1
Miscellaneous income, less expenses—page 41.....	\$1,443.13	
Income from other sources.....		1,443.13
Total income.....		\$79,747.30
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23	\$100,000.00	
Taxes.....	5,168.04	
Total deductions from income.....		105,168.04
Deficit.....		\$25,420.74
Deficit from operations of year ending June 30, 1896		\$25,420.74
Deficit on June 30, 1895 (from "general balance sheet," 1895 report)		303,686.03
Deductions for year.....		4,344.60
Deficit on June 30, 1896 (for entry on "general balance sheet," page 49)		\$333,451.37

(Page 30.)

EXPLANATORY REMARKS.

Deductions for the year, \$4,344.60, consist of amounts paid by order of the court for special legal expenses in connection with suit for foreclosure.

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(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue	\$57,652.56		
Less repayments—			
Tickets redeemed		\$57.02	
Total deductions.....		\$57.02	
Total passenger revenue.....			\$57,595.54
Mail.....			5,158.63
Express.....			4,319.05
Extra baggage and storage.....			427.99
Total passenger earnings.....			\$67,496.21
FREIGHT—			
Freight revenue.....	\$186,411.51		
Less repayments—			
Overcharge to shippers.....		\$686.12	
Total deductions		\$686.12	
Total freight revenue			\$185,725.39
Total passenger and freight earnings			\$253,221.60
OTHER EARNINGS FROM OPERATION—			
Telegraph companies			\$1,990.42
Rents not otherwise provided for.....			373.01
Total other earnings.....			\$2,363.43
Total gross earnings from operation—Minnesota...			\$255,585.03
Total gross earnings from operation—entire line...			\$282,564.10

(Page 37.)

STOCKS OWNED.

Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Duluth & Winnipeg Terminal Co.....	\$250,000.00			
Total.....	\$250,000.00			

(Page 36.)

EXPLANATORY REMARKS.

The entire property of the Duluth & Winnipeg Terminal Co. is covered by mortgage to its full value.

(Page 41.)

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rental of property not used for railroad purposes.....	\$66.00		\$66.00
Interest.....	1,377.13		1,377.13
Total.....	\$1,443.13		\$1,443.13

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$35,877.83
Renewals of ties.....	3,736.38
Repairs and renewals of bridges and culverts.....	2,577.18
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	626.36
Repairs and renewals of buildings and fixtures.....	1,298.35
Repairs and renewals of docks and wharves.....	351.04
Repairs and renewals of telegraph.....	747.91
Total.....	\$45,215.05

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$1,640.50
Repairs and renewals of locomotives.....	6,481.19
Repairs and renewals of passenger cars.....	977.19
Repairs and renewals of freight cars.....	7,963.63
Repairs and renewals of shop machinery and tools.....	121.69
Total.....	\$17,184.20

CONDUCTING TRANSPORTATION.

Superintendence.....	\$2,735.53
Engine and roundhouse men.....	16,128.98
Fuel for locomotives.....	22,684.49
Water supply for locomotives.....	1,274.67
Other supplies for locomotives.....	905.43
Train service.....	10,932.80
Train supplies and expenses.....	2,507.14
Switchmen, flagmen and watchmen.....	1,269.76
Telegraph expenses.....	2,975.80
Station service.....	10,498.82
Station supplies.....	621.70
Car mileage—balance.....	2,643.65
Hire of equipment.....	24,381.75
Loss and damage.....	1,048.76
Injuries to persons.....	377.85
Clearing wrecks.....	195.14
Operating marine equipment—Operating docks.....	2,206.20
Advertising.....	23.00
Rents for tracks, yards and terminals—page 47, B.....	31,525.21
Rents of buildings and other property.....	589.11
Total.....	\$135,525.79

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$3,500.00
Salaries of clerks and attendants.....	2,905.00
General office expenses and supplies.....	171.61
Insurance.....	*567.75
Law expenses.....	*1,655.00
Stationery and printing (general offices).....	1,277.85
Other expenses.....	703.18
Total.....	\$6,334.89

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$45,215.05
Maintenance of equipment.....	17,184.20
Conducting transportation.....	135,525.79
General expenses.....	6,334.89
Grand total.....	\$204,259.93
Percentage of expenses to earnings—entire line.....	72.288

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$40,084.05
Maintenance of equipment.....	15,234.16
Conducting transportation.....	103,149.53
General expenses.....	5,616.01
Total.....	164,083.75
Percentage of expenses to earnings—Minnesota	64.20

* Credit.

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks—				
Northwestern Coal Ry. Co.....	Belt Line Junction, Wis., to New Duluth, Minn.....	Northwestern Coal Ry. Co.	\$9,750.00	.....
St. Paul & Duluth Ry. Co.....	Short Line Park, Minn., to Duluth, Minn.....	St. Paul & Duluth Ry. Co..	5,667.10	.....
Total.....				\$15,417.10
Yards.....	Cloquet, Minn	St. Paul & Duluth Ry. Co. .	\$1,056.48	.....
Total.....				1,056.48
Terminals—				
Duluth Union Depot.....	Duluth, Minn.....	Duluth Union Depot & Transfer Co.....	\$2,763.32	.....
Ore dock and approaches.....	Superior, Wis.....	Duluth & Winnipeg Terminal Co.....	12,288.31	.....
Total.....				15,051.63
Grand total.....				\$31,525.21

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$4,500,994.89	\$4,503,229.31	.....	\$2,234.42	.....
.....
136,111.68	218,675.22	.....	72,563.54	.....
1,372.71	1,785.49	.....	412.78	.....
303,686.03	333,451.37	.....	29,765.34	.....
.....
\$4,942,165.31	\$5,057,141.39	104,976.08	.....
.....

ASSETS.

{ Cost of road—page 29..... }
 { Cost of equipment—page 29..... }
 Stocks owned—page 37..... }
 Bonds owned—page 39..... }
 Cash and current assets—page 23..... }
 OTHER ASSETS..... }
 Materials and supplies..... }
 Profit and loss—page 31 (or 33). }
 Grand total.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$2,500,000.00	\$2,500,000.00	.....	.....	.....
2,000,000.00	2,000,000.00	.....	.....	.....
442,165.31	557,141.39	.....	\$114,976.08	.....
.....
\$4,942,165.31	\$5,057,141.39	\$114,976.08	.....
.....

LIABILITIES.

Capital stock—page 17.....
 Funded debt—page 23.....
 Current liabilities—page 23.....
 Grand total.....

(Page 55.) CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

2. United States mails are carried under the regulations of the postoffice department.
5. Duluth Union Depot & Transfer Co., for use of tracks and terminals at Duluth, Minn. The rental being based upon a pro rata of the Duluth Union Depot & Transfer Co.'s entire expenses between the companies using the property.

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SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
First mortgage bonds.....	Minnesota state line near New Duluth	Deer River, Minn.....	100.00	\$20,000.00	{ Entire equip- ment. }	* 5,000 shares.

* Duluth & Winnipeg Terminal Co.'s stock, par value, \$250,000.

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers	4	1,056	\$3,050.00	\$2.89
Other officers	4	1,464	4,500.00	3.07
General office clerks	3	1,067	2,847.00	2.66
Station agents	8	2,928	5,305.00	1.81
Other station men	3	742	826.13	1.11
Enginemen	7	2,520	7,988.22	3.17
Firemen	7	2,754	5,765.40	2.09
Conductors	6	1,860	5,258.64	2.83
Other trainmen	15	4,434	8,291.82	1.87
Machinists	3	570	1,249.92	2.19
Carpenters	1	144	230.40	1.60
Other shopmen	9	2,586	4,415.22	1.71
Section foremen	16	5,856	8,640.00	1.48
Other trackmen	104	20,436	23,179.20	1.13
Switchmen, flagmen and watchmen	1	378	465.00	1.23
Telegraph operators and dispatchers	4	1,296	1,950.00	1.50
All other employes and laborers	19	5,957	8,484.31	1.42
Total (including general officers) Minnesota	214	56,048	\$92,446.26	\$1.65
Less general officers	4	1,056	3,050.00	2.89
Total (excluding general officers) Minnesota	210	54,992	\$89,396.26	\$1.63
DISTRIBUTION OF ABOVE—				
General administration	11	3,587	10,397.00	2.90
Maintenance of way and structures	120	26,292	31,819.20	1.21
Maintenance of equipment	13	3,300	5,895.54	1.79
Conducting transportation	70	22,869	44,334.52	1.94
Total (including general officers) Minnesota	*214	56,048	\$92,446.26	\$1.65
Less general officers	4	1,056	3,050.00	2.89
Total (excluding general officers) Minnesota	210	54,992	\$89,396.26	\$1.63
Total (including general officers) entire line	249	58,077	94,415.73	1.63

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	38,919	.....
Number of passengers carried one mile.....	1,940,583	.....
Number of passengers carried one mile per mile of road.....	17,435	.....
Average distance carried.....	49.86	.....
Total passenger revenue—page 35.....		\$37,595.54
Average amount received from each passenger.....		1.47.988
Average receipts per passenger per mile.....		.02.968
Total passenger earnings—page 35.....		67,496.21
Passenger earnings per mile of road.....		606.43
Passenger earnings per train mile.....		.97.317
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	303,013	.....
Number of tons carried one mile.....	17,818,877	.....
Number of tons carried one mile per mile of road.....	160,098	.....
Average distance haul of one ton.....	58.81	.....
Total freight revenue—page 35.....		185,725.39
Average amount received for each ton of freight.....		.61.293
Average receipts per ton per mile.....		.01.042
Total freight earnings—page 35.....		185,725.39
Freight earnings per mile of road.....		1,668.69
Freight earnings per train mile.....		2.51.626
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		243,320.93
Passenger and freight revenue per mile of road.....		2,186.17
Passenger and freight earnings—page 35.....		253,221.60
Passenger and freight earnings per mile of road.....		2,275.12
Gross earnings from operation—page 35.....		255,585.03
Gross earnings from operation per mile of road.....		2,296.36
Gross earnings from operation per train mile.....		1.78.522
Operating expenses—page 45.....		164,083.75
Operating expenses per mile of road.....		1,474.25
Operating expenses per train mile.....		1.14.610
Income from operation.....		91,501.28
Income from operation per mile of road.....		822.11
TRAIN MILEAGE—		
Miles run by passenger trains.....	69,357	.....
Miles run by freight trains.....	73,810	.....
Total mileage trains earning revenue.....	143,167	.....
Miles run by construction and other trains.....	5,815	.....
Grand total train mileage.....	148,982	.....
Mileage of loaded freight cars—north or east.....	821,350	.....
Mileage of loaded freight cars—south or west.....	199,905	.....
Mileage of empty freight cars—north or east.....	126,825	.....
Mileage of empty freight cars—south or west.....	775,136	.....
Average number of freight cars in train.....	30	.....
Average number of loaded cars in train.....	16	.....
Average number of empty cars in train.....	14	.....
Average number of tons of freight in train.....	250.01
Average number of tons of freight in each loaded car.....	15.97

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols. Cts. Mills.		
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	38,919			
Number of passengers carried one mile.....	1,940,583			
Number of passengers carried one mile per mile of road.....	15,707			
Average distance carried, miles.....	49.86			
Total passenger revenue—page 35.....		\$57,595.54		
Average amount received from each passenger.....			1.47.988	
Average receipts per passenger per mile.....				.02.968
Total passenger earnings—page 35.....		64,496.21		
Passenger earnings per mile of road.....		546.31		
Passenger earnings per train mile.....			.97.317	
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	303,013			
Number of tons carried one mile.....	20,755,274			
Number of tons carried one mile per mile of road.....	167,991			
Average distance haul of one ton.....	68.49			
Total freight revenue—page 35.....		212,704.46		
Average amount received for each ton of freight.....			70.196	
Average receipts per ton per mile.....				.01.024
Total freight earnings—page 35.....		212,704.46		
Freight earnings per mile of road.....		1,721.60		
Freight earnings per train mile.....		2.45.510		
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		270,300.00		
Passenger and freight revenue per mile of road.....		2,187.78		
Passenger and freight earnings—page 35.....		280,206.67		
Passenger and freight earnings per mile of road.....		2,267.91		
Gross earnings from operation—page 35.....		282,564.10		
Gross earnings from operation per mile of road.....		2,287.04		
Gross earnings from operation per train mile.....			1.81.137	
Operating expenses—page 45.....		204,259.93		
Operating expenses per mile of road.....		1,653.26		
Operating expenses per train mile.....			1.30.940	
Income from operation—page 31.....		78,304.17		
Income from operation per mile of road.....		633.78		
TRAIN MILEAGE—				
Miles run by passenger trains.....	69,357			
Miles run by freight trains.....	86,638			
Total mileage trains earning revenue.....	155,995			
Miles run by construction and other trains.....	5,815			
Grand total train mileage.....	161,810			
Mileage of loaded freight cars—north or east.....	951,903			
Mileage of loaded freight cars—south or west.....	221,875			
Mileage of empty freight cars—north or east.....	139,413			
Mileage of empty freight cars—south or west.....	902,120			
Average number of freight cars in train.....	.31			
Average number of loaded cars in train.....	.16			
Average number of empty cars in train.....	.15			
Average number of tons of freight in train.....	250.11			
Average number of tons of freight in each loaded car.....	15.469			

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons	Per Cent.
Grain.....	526	2, 167	2, 693	.88
Flour.....	269	571	840	.28
Other mill products.....	488	1, 777	2, 265	.74
Hay.....	1, 632	779	2, 411	.79
Fruit and vegetables.....	252	35	287	.09
Live stock.....	464	658	1, 122	.37
Dressed meats.....	56	249	305	.10
Other packing house products.....	51	64	115	.03
Anthracite coal.....	687	385	1, 022	.33
Bituminous coal.....	1, 172	3, 010	4, 182	1.38
Coke.....	22	.....	22	.....
Ores.....	.....	199, 101	199, 101	65.77
Stone, sand and other like articles.....	9, 429	642	10, 071	3.32
Lumber.....	44, 058	5, 306	49, 364	16.29
Logs.....	769	.....	759	.25
Cord wood.....	1, 725	.....	1, 725	.56
Petroleum and other oils.....	.....	144	144	.05
Sugar.....	.....	12	12	.....
Iron and steel rails.....	324	609	933	.31
Other castings and machinery.....	449	460	909	.30
Bar and sheet metal.....	.....	120	120	.03
Cement, brick and lime.....	1, 104	465	1, 569	.52
Wagons, carriages, tools, etc.....	59	.....	59	.02
Wines, liquors and beers.....	10	363	373	.12
Household goods and furniture.....	24	16	40	.01
Merchandise.....	2, 383	3, 250	5, 633	1.88
Miscellaneous—other commodities not mentioned above.....	15, 068	1, 869	16, 937	5.58
Total tonnage—Minnesota.....	81, 011	222, 002	303, 013	100.00
Total tonnage—entire line.....	81, 011	222, 002	303, 013	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives (Owned and Leased)—						
Passenger.....		1	1	Westinghouse.....		
Freight.....		5	5	Westinghouse.....		
Total locomotives in service.....		6	6			
Total locomotives owned.....		6	6			
Cars (Owned and Leased, in Passenger Service)—						
First class cars.....		2	2	Westinghouse.....	2	Miller.
Second class cars.....		2	2	Westinghouse.....	2	Miller.
Combination cars.....		2	2	Westinghouse.....	2	Miller.
Total.....		6	6		6	
In Freight Service—						
Box cars.....		10	10	Bryden.....		
Flat cars.....		50	50	Bryden.....		
Total.....		60	60			
In Company's Service—						
Caboose cars.....		4	4	Bryden.....		
Other road cars.....		1	1	Bryden.....		
Total.....		5	5			
Total cars in service.....		71	71		6	
Total cars owned.....		71	71		6	

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Con- tract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	100.00	.....	.....	11.00	1.25	11.30	123.55	.....	.....	112.25
Miles of yard track and sidings.....	10.90	.....	.....	.....	.....	.....	11.25	.....	.....	11.25
Total mileage operated (all tracks).....	110.90	.....	.....	11.00	1.25	11.30	134.80	.....	.....	123.50

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—	100.00	.....	.....	.....	.....	11.30	111.30	.....	.....	100.00
Minnesota.....	.....	.....	.....	11.00	1.25	.....	12.25	.....	.....	12.25
Wisconsin.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track).....	100.00	.....	.....	11.00	1.25	11.30	123.55	.....	.....	112.25

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed During Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	100.00	100.00	100.00
Total mileage owned (single track).....	100.00	100.00	100.00

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	100.00	.....	.....	.....	.....	11.70	111.30	.....	.....	100.00
Miles of yard track and sidings.....	10.90	.....	.....	.....	.....	.....	10.90	.....	.....	10.90
Total mileage operated (all tracks).....	110.90	.....	.....	.....	.....	11.30	122.20	.....	.....	110.90

B. Mileage of Line Operated by States and Territories (Single Track).

Minnesota.....	100.00	.....	.....	.....	.....	.....	100.00	.....	.....	100.00
Total mileage operated (single track).....	100.00	.....	.....	.....	.....	.....	100.00	.....	.....	100.00

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	100.00	100.00	100.00
Total mileage owned (single track).....	100.00	100.00	100.00

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW TIES LAID DURING YEAR.

KIND.	Number.	Average Price at Distributing Point, Cents.
Tamarack, standard	20,663	.1811
Tamarack, culls	1,188	.0501
Oak, switch ties	4,064 ft.	\$16 per 1,000 ft.
Total	25,915	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger*				69,357	
Freight*				73,810	
Construction*				5,815	
Total	6,719.83		6,719.83	148,982	
Average cost at distributing point	\$3.11				

*Data not obtainable from which to divide into the different classes of service.

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

EMPLOYEES.

KIND OF ACCIDENT.	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Derailments								
Other causes						1		1
Total						2		2

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Other causes		1		1				1
Total		1		1				1

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EXPLANATORY REMARKS.

Other Employees Injured, Other Causes.—Fell from coaling platform, bruising arm and back.
 Passengers Injured, Other Causes.—Jumped from train while in motion; injuries slight.
 Trespassing, Injured, Other Causes.—While sleeping beside track was struck by train and head badly cut.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Num- ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Wisconsin state line.....	Deer River, Minn.....	100.00	84	17.70	82.30	35.08	38	883.5	47.79	28	224.5	17.13
Total	100.00	84	17.70	82.30	35.08	38	883.5	47.79	28	224.5	17.13

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, ft.	Minimum Length, ft.	Maximum Length, ft.	ITEM.	Number.	Height of Low't above Surface of Rail, Feet.
BRIDGES—					Overhead Highway Crossings—		
Wooden.....	4	374	44	135	Trestles.....	1	21
Combination.....	1	114	114	114	Total	1	.....
Total	5	488	.....	.....	Overhead Railway Crossings—		
Trestles.....	74	12,535	15	1,715	Bridges.....	1	21

Gauge of track, 4 feet 8½ inches. 100 miles.

TELEGRAPH.

Owned by Company Making this Report.

Miles of line	100.00
Miles of wire.....	100.00

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CAR MILEAGE.

Paid or Allowed for Rolling Stock Not the Property of Railroads Nor Consigned for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate Per Mile, Cts.	Amount.
Arms Palace Horse Car Co.....	Horse cars	3-4	\$1.10
Armour Refrigerator Line.....	Refrigerator cars.....	3-4	2.64
Canda Cattle Car Co	Horse cars.....	3-4	14.07
Keystone Palace Horse Car Co	Horse cars.....	3-4	.78
Hammond Refrigerator Line	Refrigerator cars.....	3-4	11.18
Kansas City Dressed Beef Line.....	Refrigerator cars.....	3-4	6.30
Morrell Refrigerator Line.....	Refrigerator cars.....	3-4	1.06
New England Car Co.....	Refrigerator cars.....	3 4	1.06
Mather Horse Car Co.....	Horse cars.....	3-4	4.64
Swift Refrigerator Line.....	Refrigerator car.....	.....	6.92
Street's Stable Car Line	Horse cars .....	.....	29.88
Union Refrigerator Trans. Co	Refrigerator cars.....	.....	23.65
Union Tank Line.....	Tank cars.....	.....	1.47
Total.....	.....	.....	\$104.75

Duluth, Mississippi River & Northern Railroad Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Duluth, Mississippi River & Northern Railroad Company.
2. Date of organization? March 16, 1892.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Under the provisions of title one (1), chapter thirty-four (34), General Statutes of the State of Minnesota, and acts amendatory thereto.

(Page 2.)

EXPLANATORY REMARKS.

This company commenced operating the railroad July 1, 1895. Prior to that date the road was not operated as a public railroad, but was in process of construction, and was in possession of the parties holding contract for construction, viz.: Swan River Logging Company.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Ammi W. Wright.....	Alma, Mich.....	} Second Wednesday in January, 1897, or until their successors are duly elected and qualified.
Charles H. Davis.....	Saginaw, Mich.....	
Willis T. Knowlton.....	Saginaw, Mich.....	
Gilbert M. Stark.....	Saginaw, Mich.....	
Russell M. Bennett.....	Minneapolis, Minn...	

Total number of stockholders at date of last election? Nine (9).

Date of last meeting of stockholders for election of directors? January 8, 1896.

Give postoffice address of general office? Saginaw, Mich.

Give postoffice address of operating office? Swan River, Minn.

OFFICERS.

(Page 7.)

Title.	Name.	Location of Office.
President	Ammi W. Wright...	Saginaw, W. S., Mich.
Vice president.....	Charles H. Davis.....	Saginaw, W. S., Mich.
Secretary and treasurer...	Willis T. Knowlton.....	Saginaw, W. S., Mich.
General counsel.....	Gilbert M. Stark.....	Saginaw, W. S., Mich.
Auditor	F. E. Hixson.....	Swan River, Minn.
General manager.....	John F. Kellorin.....	Swan River, Minn.
Chief engineer.....	I. N. Gray.....	Swan River, Minn.
General superintendent....	D. M. Philbin.....	Duluth, Minn.
Superintendent.....	H. O. Halsted	Swan River, Minn.
General freight agent	F. E. Hixson.....	Swan River, Minn.
General passenger agent...	F. E. Hixson.....	Swan River, Minn.
General ticket agent	F. E. Hixson.....	Swan River, Minn.
General baggage agent....	F. E. Hixson.....	Swan River, Minn.

(Page 9 A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each R'd Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
1. a Duluth, Mississippi River & Northern Railroad.....	Mississippi, Minn.....	Kelley Lake, Minn.....	31.80	31.80
b Mine branch of Duluth, Mississippi River & Northern Railroad.....	Kelley Lake, Minn.....	Agnew Jct., Minn.....	2.26	.....
Mahoning branch.....	Agnew Jct., Minn.....	Mahoning, Minn.....	.94	3.20
Total.....				35.00

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock, common.....	250	\$100.00	\$25,000.00	See page 16.	.....	.....
Total.	250	\$100.00	\$25,000.00	.....	.....	.....

(Page 16.)

EXPLANATORY REMARKS.

Forty-eight shares of par value \$4,800, has been actually subscribed and paid for in cash, but certificates for same have not yet been issued, no stock certificate book having been procured.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate, Per Ct.	When Payable.	Am't Acor'd during Y'r.	Am't Paid during Y'r.
First mortgage bonds	May 27, 1895	Jan. 1, 1924	\$2,250,000.00	\$665,000.00	\$665,000.00	See page 18	5	{ Jan. 1, July 1, }	\$33,250.00	\$60,250.00
Total .....	.....	.....	\$2,250,000.00	\$665,000.00	\$665,000.00	.....	.....	.....	\$33,250.00	\$60,250.00

(Page 18.)

EXPLANATORY REMARKS.

These bonds, \$665,000, were issued for the following purposes, viz.: \$594,408, in payment for construction of the first thirty-five miles of road; \$70,592, in payment for equipment. \$360,000 of said bonds bear interest from Jan. 1, 1894. \$305,000 of said bonds bear interest from July 1, 1895.

(Page 23.)

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....				
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....	\$665,000.00	\$665,000.00	\$33,250.00	\$60,250.00
Equipment trust obligations—page 21.....				
Total.....	\$665,000.00	\$665,000.00	\$33,250.00	\$60,250.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$1,966.90	Audited vouchers and accounts.....	\$21,847.68
Due from agents.....	1,197.26	Wages and salaries.....	820.05
Total cash and current assets.....	\$3,164.16	Net traffic balances due to other companies.....	1,579.05
Balance current liabilities.....	20,582.62	Total current liabilities.....	\$23,746.78
Total.....	\$23,746.78	Total.....	\$23,746.78

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$4,800.00	\$4,800.00	.....	35.00	\$137.00
Bonds—page 19 (grand total).....	665,000.00	665,000.00	.....	35.00	19,000.00
Equipment trust obligations—page 21.....			.....	
Total	\$669,800.00	\$669,800.00	.....	35.00	\$19,137.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded) the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Duluth, Mississippi River & Northern Railroad.....	\$4,800.00	\$665,000.00	\$669,800.00	35.00	\$19,137.00
Total.....	\$4,800.00	\$665,000.00	\$669,800.00	35.00	\$19,137.00

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....		(See page 2.)		
Rails.....	\$3,807.78		\$3,807.78	\$251.65
Buildings, furniture and fixtures.....	1,263.31		1,263.31	36.09
Telegraph line.....	1,558.75		1,558.75	44.54
Sidings and yard extensions.....	2,136.35		2,136.35	61.04
Purchase of constructed road.....	594,408.00		594,408.00	16,983.09
Total construction.....	\$608,174.19		\$608,174.19	\$17,376.41
EQUIPMENT—				
Locomotives.....	\$51,750.00		\$51,750.00	\$1,478.57
Passenger cars.....	4,208.68		4,208.68	120.25
Freight cars.....	10,416.06		10,416.06	297.60
Other cars of all classes.....	1,370.00		1,370.00	39.14
Floating equipment.....	7,055.94		7,055.94	201.60
Total equipment.....	\$74,800.68		\$74,800.68	\$2,137.16
Grand total.....	\$682,974.87		\$682,974.87	\$19,513.57
Total cost, Minnesota.....	\$682,974.87		\$682,974.87	\$19,513.57

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35	\$145,327.45	
Less operating expenses—page 45.....	91,031.49	
Income from operation.....		\$54,295.96
Total income.....		\$54,295.96
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$33,250.00	
Taxes.....	1,453.71	
Total deductions from income.....		34,703.71
Net income.....		\$19,592.25
Surplus from operations of year ending June 30, 1896.....		\$19,592.25
Deductions for year.....		27,000.00
Deficit on June 30, 1896 (for entry on general balance sheet, page 49).....		\$7,407.75

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EXPLANATORY REMARKS.

Deductions for Year.—Interest on \$360,000 bonds from Jan. 1, 1894, to July 1, 1895, paid during year for which this report is made. See further explanation regarding bonds on page 18.

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions Account of Re- payments, etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$7,589.33		
Total passenger revenue.....			\$7,589.33
Express.....			8.85
Extra baggage and storage.....			15.30
Total passenger earnings.....			\$7,613.48
FREIGHT—			
Freight revenue.....	\$137,611.82		
Less Repayments—			
Overcharge to shippers.....		\$57.83	
Total deductions.....		\$57.83	
Total freight revenue.....			\$137,553.99
Total freight earnings.....			\$137,553.99
Total passenger and freight earnings.....			\$145,167.47
OTHER EARNINGS FROM OPERATION—			
Telegraph companies.....			\$159.98
Total other earnings.....			\$159.98
Total gross earnings from operation—Minnesota.....			\$145,327.45
Total gross earnings from operation—entire line.....			\$145,327.45

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$18,591.71
Repairs and renewals of bridges and culverts.....	8.75
Repairs and renewals of buildings and fixtures.....	68.83
Repairs and renewals of telegraph.....	452.84
Total.....	\$19,122.13

MAINTENANCE OF EQUIPMENT.

Repairs and renewals of locomotives.....	\$2,380.10
Repairs and renewals of passenger cars.....	265.61
Repairs and renewals of freight cars.....	2,855.11
Repairs and renewals of work cars.....	285.60
Total.....	\$5,786.42

CONDUCTING TRANSPORTATION.

Superintendence.....	\$1,413.93
Engine and roundhouse men.....	9,882.77
Fuel for locomotives.....	16,388.43
Water supply for locomotives.....	383.16
Oil, tallow and waste for locomotives.....	574.97
Other supplies for locomotives.....	451.06
Train service.....	4,957.92
Train supplies and expenses.....	843.18
Switchmen, flagmen and watchmen.....	130.50
Telegraph expenses.....	1,859.58
Station service.....	982.34
Station supplies.....	185.65
Car mileage—balance.....	44.83
Hire of equipment.....	8,536.16
Injuries to persons.....	75.00
Advertising.....	27.50
Rents for tracks, yards and terminals—page 47, B.....	8,121.65
Rents of buildings and other property.....	125.01
Total.....	\$54,983.64

(Page 45.)

OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$8,030.71
Salaries of clerks and attendants.....	624.99
General office expenses and supplies.....	710.65
Insurance.....	36.00
Law expenses.....	.75
Stationery and printing (general offices).....	1,005.85
Other expenses.....	730.35
Total.....	<u>\$11,139.30</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$19,122.13
Maintenance of equipment.....	5,786.42
Conducting transportation.....	54,983.64
General expenses.....	<u>11,139.30</u>
Grand total.....	<u>\$91,031.49</u>
Percentage of expenses to earnings—Entire line.....	62.6

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$19,122.13
Maintenance of equipment.....	5,786.42
Conducting transportation.....	54,983.64
General expenses.....	<u>11,139.30</u>
Total.....	<u>\$91,031.49</u>
Percentage of expenses to earnings—Minnesota.....	62.6

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total
Tracks.....	Belt Line Jct. to Allouez Bay, Wis.....	Duluth & Winnipeg Terminal Co.....		\$8,121.65
Yards.....				
Terminals.....				
Total rents.....				<u>\$8,121.65</u>

(Page 46.)

EXPLANATORY REMARKS.

Rental of these terminals from Duluth & Winnipeg Terminal Co., including ore docks, is based on tonnage of iron ore shipped from mines on this line to the docks at Allouez Bay, Superior, Wis., at rate of ten (10) cents per gross ton.

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COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1896.	
	Item.	Total.
Cost of road—page 29.....	\$608,174.19
Cost of equipment—page 29.....	74,800.68	.....
Stocks owned—page 37.....	.....	.....
Bonds owned—page 39.....	.....	.....
Cash and current assets—page 23.....	3,164.16
Profit and loss—page 31 (or 33).....	7,407.75
Grand total.....	\$693,546.78

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COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES.	JUNE 30, 1896.	
	Item.	Total.
Capital stock—page 17.....	\$1,800.00
Funded debt—page 23.....	665,000.00
Current liabilities—page 23.....	23,746.78
Grand total.....	\$693,546.78

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

4. Joint freight tariffs in effect with following railroad companies: Duluth & Winnipeg R. R., W. F. Fitch, receiver; St. Paul & Duluth R. R., Duluth Transfer Ry., Duluth, South Shore & Atlantic Ry., Great Northern Ry., Chicago, St. Paul, Minneapolis & Omaha Ry., Chicago & North Western Ry., and Chicago, Milwaukee & St. Paul Ry.

9. (a) With Duluth, South Shore & Atlantic Ry. Co. for 600 ore cars to handle the iron ore traffic from mines on this line, for which this company pays as a rental ten (10) cents per ton for each gross ton hauled.

(b) With Duluth & Winnipeg Terminal Co. for use of their ore dock and tracks at Allouez Bay, Superior, Wis., for which this company pays as a rental ten (10) cents per ton for each gross ton delivered at the dock.

SECURITY FOR FUNDED DEBT—PAGE 23

(Page 57.)

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From	To	Miles.		
First mortgage bonds.....	Mississippi.....	Mahoning.....	35.00	\$19,000	7 locomotives, 30 flat cars, 2 box cars, 2 other cars.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensa- tion.
General officers.....	6	1,742	\$8,030.71	\$4.61
General office clerks.....	2	624	624.99	1.00
Station agents.....	3	790	982.34	1.24
Enginemen.....	5	1,836	5,046.25	2.75
Firemen.....	5	1,716	3,003.00	1.75
Conductors.....	3	960	1,737.57	1.81
Other trainmen.....	6	1,740	2,959.70	1.70
Machinist.....	1	300	600.00	2.00
Carpenters.....	2	720	1,080.00	1.50
Other shopmen.....	4	1,440	2,160.00	1.50
Section foremen.....	5	1,390	2,095.85	1.51
Other trackmen.....	40	9,386	11,732.50	1.25
Telegraph operators and dispatchers.....	5	1,058	1,809.50	1.71
All other employes and laborers.....	2	720	1,080.00	1.50
Total (including general officers)—Minnesota..	89	24,422	\$42,942.41	\$1.76
Less general officers.....	6	1,742	8,030.71	4.61
Total (excluding general officers)—Minnesota..	83	22,680	\$34,911.70	\$1.54
DISTRIBUTION OF ABOVE:				
General administration.....	8	2,366	\$8,655.70	\$3.62
Maintenance of way and structures.....	47	11,496	14,908.35	1.29
Maintenance of equipment.....	7	2,460	3,840.00	1.56
Conducting transportation.....	27	8,100	15,538.36	1.91
Total (including general officers)—Minnesota..	89	24,422	\$42,942.41	\$1.76
Less general officers.....	6	1,742	8,030.71	4.61
Total (excluding general officers)—Minnesota..	83	22,680	\$34,911.70	\$1.54
Total (including general officers)—entire line..	89	24,422	42,942.41	1.76

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Columns for Revenue and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	11,951	
Number of passengers carried one mile.....	259,379	
Number of passengers carried one mile per mile of road.....	7,411	
Average distance carried.....	21.70	
Total passenger revenue—page 35.....		\$7,589.33
Average amount received from each passenger.....		.63.504
Average receipts per passenger per mile.....		.02.926
Total passenger earnings—page 35.....		7,613.48
Passenger earnings per mile of road.....		217.52.571
Passenger earnings per train mile.....		1.38.151
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	542,158	
Number of tons carried one mile.....	14,130,096	
Number of tons carried one mile per mile of road.....	403,717	
Average distance haul of one ton.....	26.06	
Total freight revenue—page 35.....		137,553.99
Average amount received for each ton of freight.....		.25.371
Average receipts per ton per mile.....		.00.973
Total freight earnings—page 35.....		137,553.99
Freight earnings per mile of road.....		3,930.11.400
Freight earnings per train mile.....		2.52.703
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		145,143.32
Passenger and freight revenue per mile of road.....		4,146.95.200
Passenger and freight earnings—page 35.....		145,167.47
Passenger and freight earnings per mile of road.....		4,147.64.200
Gross earnings from operation—page 35.....		145,327.45
Gross earnings from operation per mile of road.....		4,152.21.257
Gross earnings from operation per train mile.....		2.42.439
Operating expenses—page 45.....		91,031.49
Operating expenses per mile of road.....		2,600.89.971
Operating expenses per train mile.....		1.51.861
Income from operation—page 31.....		54,295.96
Income from operation per mile of road.....		1,551.31.314
TRAIN MILEAGE—		
Miles run by freight trains.....	37,900	
Miles run by mixed trains.....	22,044	
Total mileage trains earning revenue.....	59,944	
Miles run by switching trains.....	43,980	
Miles run by construction and other trains.....	47,116	
Grand total train mileage.....	151,040	
Mileage of loaded freight cars—north.....	13,500	
Mileage of loaded freight cars—south.....	290,301	
Mileage of empty freight cars—north.....	287,627	
Mileage of empty freight cars—south.....	9,872	
Average number of freight cars in train.....	31.1	
Average number of loaded cars in train.....	15.7	
Average number of empty cars in train.....	15.4	
Average number of tons of freight in train.....	245.5	
Average number of tons of freight in each loaded car.....	15.6	

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EXPLANATORY REMARKS.

No passenger trains run.

Mileage of switch engines and construction trains made up on basis of six miles per hour and twelve hours per day. Construction trains receiving in addition running mileage in going to and from work. In computing "passenger earnings per train mile" 25 per cent of "miles run by mixed trains" has been used, and the balance added to "miles run by freight trains" in computing "freight earnings per train mile."

No mileage or car record was kept for first six months and the figures given for the last nine items on page 61 A show mileage and averages for the six months ending June 30, 1896.

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

Same as 61, A.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and other Car- riers, Tons.	TOTAL FREIGHT TON- NAGE.	
			Whole Tons.	Per Cent.
Grain.....	35	1,449	1,484	.274
Flour.....	20	153	173	.032
Other mill products.....		154	154	.028
Hay.....	177	1,202	1,379	.254
Fruit and vegetables.....	34	126	160	.029
Live stock.....	220	201	421	.078
Dressed meats.....		11	11	.002
Other packing house products.....		134	134	.025
Bituminous coal.....		847	847	.156
Ores.....	199,101		199,101	36.724
Stone, sand and other like articles.....	667	107	774	.143
Lumber.....	27	2,049	2,076	.383
Logs, 94,962,692 feet.....	332,369		332,369	61.305
Petroleum and other oils.....		24	24	.004
Iron and steel rails.....		320	320	.059
Other castings and machinery.....	10	181	191	.035
Cement, brick and lime.....		296	296	.054
Wines, liquors and beers.....		10	10	.002
Household goods and furniture.....		50	50	.009
Merchandise.....	376	1,122	1,498	.277
Miscellaneous other commodities not mentioned above.....	436	250	686	.127
Total tonnage—Minnesota.....	533,472	8,686	542,158	100.000
Total tonnage—entire line.....	533,472	8,686	542,158	

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQ'PM'T FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
Locomotives Owned and Leased—						
Passenger.....		1	1	New York.....		
Freight.....		4	3	New York.....		
Switching.....		2	1	Westinghouse.....		
			2	Steam.....		
Total locomotives in service.....		7	7			
Total locomotives owned.....		7				
Cars (Owned and Leased) in Passenger Service—						
First class cars.....	1	2	2	Westinghouse.....	2	Janney.
Combination cars.....	1	1	1	Westinghouse.....	1	Janney.
Total.....	2	3	3		3	
In Freight Service—						
Box cars.....		2				
Flat cars.....		30				
Total.....		32				
In Company's Service—						
Caboose cars.....		2				
Total.....		2				
Total cars in service.....		37				
Less cars leased.....		1	1	Westinghouse.....	1	Janney.
Total cars owned.....		36				

MILEAGE—STATE OF MINNESOTA.

(Page 67, B.)

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	31.80	3.20					35.00			35.00
Miles of yard track and sidings.	2.99	1.58					4.57	2.56		4.57
Total mileage operated (all tracks).....	34.79	4.78					39.57	2.56		39.57

B. Mileage of Line Operated by States and Territories (Single Tracks).

STATE OF MINNESOTA—											
Minnesota.....	31.80	3.20						35.00			35.00
Total mileage operated (single track).....	31.80	3.20						35.00			35.00

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	31.80	3.20	35.00			35.00
Total mileage owned (single track).....	31.80	3.20	35.00			35.00

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.								Iron.	Steel.
Miles of single track.....	31.80	3.20						35.00			35.00
Miles of yard track and sidings.....	2.99	1.58						4.57	2.56		4.57
Total mileage operated (all tracks).....	34.79	4.78						39.57	2.56		39.57

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—											
Minnesota.....	31.80	3.20						35.00			35.00
Total mileage operated (single track)....	31.80	3.20						35.00			35.00

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Minnesota	31.80	3.20		35.00			35.00
Total mileage owned (single track).....	31.80	3.20		35.00			35.00

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

New steel rails laid during year, tons, 252.20. Weight per yard, 60. Average price per ton at distributing point, \$34.94.

New ties laid during year, tamarack, 5,428.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Hard	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Mixed.....	638.94	300	788.94	22,044	71.57
Freight.....	1,064.90	500	1,314.90	37,900	69.39
Switching.....	1,235.28	580	1,525.28	43,980	69.36
Construction.....	1,320.45	620	1,690.48	47,116	69.21
Total.....	4,259.60	2,000	5,259.60	151,040	69.64
Average cost at distributing point.....	\$3.65	\$0.75			

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flag- men, Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....		1						1
Other causes.....		1						1
Total.....		2						2
KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Other causes.....		1						1
Total.....		1						1

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EXPLANATORY REMARKS.

Other Causes, Trainmen Injured—Injured by log falling from passing car.

Other Causes, Passengers Injured—Jumped from moving train and injured shoulder.

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line Miles.	Length of Straight Line, Miles.	Ascending Grades.			Descending Grades.			
						Num- ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.	
Mississippi River.....	Kelley Lake.....	31.80	20	4.06	27.74	5.69	18	47.9	17.86	14	21.3	8.25
Kelley Lake	Agnew Junction.....	2.26	1	.21	2.05	1.32	2	1.2	.94	.....	.....	.....
Agnew Junction	Mahoning.94	2	.47	.47	.32	1	1.7	.44	1	1	.18
Total	35.09	23	4.74	30.26	7.33	21	50.8	19.24	15	21.4	8.43

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Lowest Above Surface of Rail
Bridges—					Overhead Highway Crossings—		Ft. In.
Iron.....	1	60	.....	.....	Bridges	1	18
Total.....	1	60	.....	.....	Total	1	.....
Trestles.....	6	236	15	75			

Gauge of track, 4 feet, 8½ inches. 35.00 miles.

TELEGRAPH.

Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of line.....	35.00
Miles of wire.....	35.00

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate Per Mile, Cents.	Amount.
Canadian Pacific Dispatch.....	Box	6-10	\$0.55
Canda Cattle Car Co	Stock	3-4	.33
Hammond Refrigerator Line.....	Refrigerator	3-4	.93
Kansas City Dressed Beef Line	Refrigerator	3-4	.24
Street's Stable Car Co.....	Refrigerator	3-4	.90
Union Refrigerator Transit Co.....	Refrigerator ..	3-4	.22
Total.....	.....		\$3.17

Duluth, Red Wing & Southern Railroad Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Duluth, Red Wing & Southern Railroad Company.

2. Date of organization? Incorporated Oct. 26, 1886.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota and Wisconsin General Statutes.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
T. B. Sheldon	Red Wing, Minn.....	Nov. 10, 1896
L. F. Hubbard	Red Wing, Minn.....	Nov. 10, 1896
S. B. Foot.....	Red Wing, Minn.....	Nov. 10, 1896
G. H. Crary.....	Red Wing, Minn.....	Nov. 10, 1896
H. E. Perkins.....	Red Wing, Minn.....	Nov. 10, 1896
W. C. Rice.....	Zumbrota, Minn.....	Nov. 10, 1896
M. J. Toher.....	Owatonna, Minn.....	Nov. 10, 1896
W. H. Twiford.....	Geneva, Minn.....	Nov. 10, 1896
W. A. Morin.....	Albert Lea, Minn.....	Nov. 10, 1896
A. T. Stebbins.....	Rochester, Minn.....	Nov. 10, 1896
C. R. Morse	River Falls, Wis.....	Nov. 10, 1896
H. O. Powell.....	River Falls, Wis.....	Nov. 10, 1896
J. W. Park	Balsam Lake, Wis.....	Nov. 10, 1896
C. N. McLaughlin	Winona, Minn.....	Nov. 10, 1896

Total number of stockholders at date of last election? 15.

Date of last meeting of stockholders for election of directors? Nov. 13, 1895.

Give postoffice address of general office? Red Wing, Minn.

Give postoffice address of operating office? Red Wing, Minn.

OFFICERS.

(Page 7.)

Title.	Name.	Location of Office.
President	T. B. Sheldon.....	Red Wing, Minn.
Vice president.....	S. B. Foot.....	Red Wing, Minn.
Secretary and treasurer.....	G. H. Crary.....	Red Wing, Minn.
Attorney, or general counsel.....	F. M. Wilson.....	Red Wing, Minn.
Auditor.....	G. C. Davis.....	Red Wing, Minn.
General manager	L. F. Hubbard.....	Red Wing, Minn.
Chief engineer.....	Wm. Danforth.....	Red Wing, Minn.
General superintendent.....	L. H. Stiles.....	Red Wing, Minn.
Superintendent of telegraph.....	L. H. Stiles.....	Red Wing, Minn.
Traffic manager.....	L. H. Stiles.....	Red Wing, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
1. Duluth, Red Wing & Southern R. R.....	Red Wing, Minn.....	Zumbrota, Minn.....	25.00	.....
	Claybank, Minn.....	Claybeds, Minn.....	3.00	.....
	Red Wing, Minn.....	Sewer Pipe W'ks, Minn	1.00	.....
Total			28.00	.....

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.	Dividends Declared during Year.	
					Rate Per Ct.	Amount.
Capital stock..... { Common.....	100,000	\$100.00	\$10,000,000	\$250,000.00	.....	.....
{ Preferred.....	50,000	100.00	5,000,000	125,000.00	.....	.....
Total.....	150,000	\$100.00	\$15,000,000	\$375,000.00	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued dur- ing Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized
Issued for construction.... { Common.....	2,375	} See page 16.
{ Preferred.....	1,187	
Retained in treasury.... { Common.....	125	
{ Preferred.....	63	
Total.....	3,750	.....

(Page 16.)

EXPLANATORY REMARKS.

The Red Wing, Duluth & Sioux City Construction Co. acquired the "stock issued for construction" by virtue of a contract under which the construction company receives \$20,000 first mortgage bonds per mile and 95 per cent of the stock authorized and issued upon completed road.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Interest.			
	Date of Issue.	When Due.					Rate. Per Ct.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
First mortgage bond.....	Jan. 1, 1888	July 1, 1928	\$20,000.00	\$500,000.00	\$500,000.00	.....	5	{ Jan'y } { & July }	\$17,325.15	\$17,325.15
Total.....	\$20,000.00	\$500,000.00	\$500,000.00	\$17,325.15	\$17,325.15

* Per mile completed road.

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EXPLANATORY REMARKS.

The Red Wing, Duluth & Sioux City Construction Co. acquired the entire issue of bonds noted on page 19 by virtue of a contract under which the construction company receives \$20,000 first mortgage bonds per mile and 95 per cent of the stock authorized and issued upon completed road. Interest, "accrued," and "paid" is not strictly interest on the bonds of the railroad company, but interest paid by the railroad company for account of the construction company during the year. The maturing coupons of the bonds, however, being surrendered to the railroad company.

(Page 21.)

FUNDED DEBT—Continued.
EQUIPMENT TRUST OBLIGATIONS.
A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
Car trust notes.....	April 15, 1889....	5 years.....	60	1 passenger coach, 1 combination coach, 2 flat cars.
Car trust notes.....	Nov. 7, 1890.....	20 months.....	20	1 locomotive.
Car trust notes.....	Jan. 1, 1892.....	3 years.....	6	10 box cars.
Car trust notes.....	Aug. 20, 1892....	6 months.....	3	6 flat cars.
Car trust notes.....	March 5, 1893....	20 months.....	10	12 flat cars.
Car trust notes.....	Aug. 1, 1893.....	1 year.....	12	1 locomotive.

B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	Cash Paid on Delivery of Equip-ment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.	Am't Accrued during Year.	Amount Paid during Year.
	\$4,059.50	\$25,867.53	\$2,600.00				
Total.....	\$4,059.50	\$25,867.53	\$2,600.00				

REMARKS—All paid.

(Page 20.)

EXPLANATORY REMARKS.

Interest included in car trust notes when given.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$500,000.00	\$500,000.00	\$17,325.15	\$17,325.15
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....				
Equipment trust obligations—page 21.....	25,867.53	2,600.00		
Total.....	\$525,867.53	\$502,600.00	\$17,325.15	\$17,325.15

CURRENT ASSETS AND LIABILITIES.

See page 22.

EXPLANATORY REMARKS.

(Page 22.)

The accounts between the Construction Company and the Railroad Company are not yet adjusted, so that they can be closed, hence it is not practicable to give a statement of current assets and liabilities of the Railroad Company.

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$375,000.00	\$375,000.00	.....	28.00	\$13,392.85
Bonds—page 19 (grand total).....	500,000.00	500,000.00	.....	28.00	17,857.14
Equipment trust obligations—page 21.....	2,600.00	2,600.00	.....	28.00	92.86
Total.....	\$877,600.00	\$877,600.00	.....	.....	\$31,342.85

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Duluth, Red Wing & Southern.....	\$375,000.00	\$502,600.00	\$877,600.00	28.00	\$31,342.85
Total.....	\$375,000.00	\$502,600.00	\$877,600.00	28.00	\$31,342.85

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENT.

See page 28.

(Page 28.)

EXPLANATORY REMARKS.

The issue of stock and bonds to the Construction Company will cover cost of construction and equipment when the accounts are finally adjusted. Pending a closing of these accounts it is impracticable to give in detail the statement called for on page 29.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$79,460.88	
Less operating expenses—page 45.....	53,480.46	
Income from operation.....		\$25,980.42
Total income.....		\$25,980.42
DEDUCTIONS FROM INCOME—		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$17,325.15	
Taxes.....	1,465.31	
Other deductions (loss by fire at Goodhue, September, 1895).....	1,251.51	
Total deductions from income.....		\$20,041.97
Net income.....		\$5,938.45
Surplus from operations of year ending June 30, 1896.....		\$5,938.45
Surplus on June 30, 1895 (from "general balance sheet," 1895 report).....		29,523.07
Additions for year (refund account, 1892).....		\$35,461.52
Deductions for year.....		25.00
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51)....		\$35,486.52

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$18,199.83		
Total passenger revenue.....			\$18,199.83
Mail.....	\$1,794.20		
Express.....	581.67		
			2,375.87
Total passenger earnings.....			\$20,575.70
FREIGHT—			
Freight revenue.....	\$58,885.18		
Total freight revenue.....			\$58,885.18
Total freight earnings.....			\$58,885.18
Total passenger and freight earnings.....			\$79,460.88

(Page 37.)

STOCKS OWNED.

Railway Stocks.

Duluth, Red Wing & Southern Railroad Co.—	Total par value
Common stock, 125 shares.....	\$12,500.00
Preferred stock, 63 shares.....	6,300.00
Total.....	\$18,800.00

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$10,282.57
Renewals of ties.....	2,998.10
Repairs and renewals of bridges and culverts.....	2,819.07
Repairs and renewals of buildings and fixtures.....	65.50
Total	\$16,165.24

MAINTENANCE OF EQUIPMENT.

Repairs and renewals of locomotives.....	\$2,162.97
Repairs and renewals of passenger cars.....	640.25
Repairs and renewals of freight cars.....	1,208.70
Other expenses	1,836.60
Total.....	\$5,848.52

CONDUCTING TRANSPORTATION.

Engine and roundhouse men.....	\$5,123.54
Fuel for locomotives.....	5,796.52
Oil, tallow and waste for locomotives.....	151.53
Other supplies for locomotives....	29.52
Train service.....	4,709.50
Train supplies and expenses.....	54.86
Telegraph expenses.....	47.38
Station service.....	2,320.00
Station supplies	49.89
Car mileage—balance.....	59.09
Hire of equipment.....	89.19
Mail carrier	192.00
Loss and damage.....	42.50
Rents for tracks, yards and terminals—page 47, B.....	4,853.84
Stationery and printing.....	280.70
Other expenses.....	665.72
Total.....	\$24,465.78

(Page 45.)

OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$4,200.00
Salaries of clerks and attendants.....	1,200.00
Insurance.....	324.00
Law expenses.....	397.25
Stationery and printing (general offices).....	250.00
Other expenses.....	1,129.67
Total.....	\$7,500.92

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$16,165.24
Maintenance of equipment.....	5,848.52
Conducting transportation.....	24,465.78
General expenses.....	7,500.92
Grand total.....	\$53,480.46
Percentage of expenses to earnings—entire line.....	67.30

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$16,165.24
Maintenance of equipment.....	5,848.52
Conducting transportation.....	24,465.78
General expenses.....	7,500.92
Total.....	\$53,480.46
Percentage of expenses to earnings—Minnesota	67.30

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Yards: Proportion of cost of maintaining and operating terminals, tracks, buildings, etc.....	Red Wing, Minn.....	Mpls. & St. Louis R. R. Co..	\$699.34	
	Zumbrota, Minn.....	C. M. & St. P. R'y Co.....	300.00	
		C. & N-W. R'y. Co.....	567.54	
Total.....				\$1,566.88
Terminals.....	Red Wing, Minn.....	Mpls. & St. Louis R. R. Co..	\$2,523.96	
Terminals.....	Zumbrota, Minn.....	C. & N-W. R'y Co.....	763.00	
Total.....				3,286.96
Grand total.....				\$4,853.84

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COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1896.	
	Item.	Total.
Cost of road—page 29.....	See page 28.	\$18,800.00
Cost of equipment—page 29.....	See page 28.	
Stocks owned—page 37.....	\$18,800.00	
Lands owned.....	None except right of way and terminals.	
Cash and current assets—page 23.....	See page 22.	
Grand total.....		\$18,800.00

(Page 51.)

COMPARATIVE GENERAL BALANCE SHEET.

Capital stock—page 17.....	See page 17.	
Funded debt—page 23.....	See page 23.	
Current liabilities—page 23.....	See page 22.	

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. American Express Company, contract for five years from Aug. 1, 1892; one and one half first class rate on merchandise and one and one-fourth rate on produce.

2. United States mail route No. 141064 between Red Wing and Zumbrota, Minnesota.

5. Joint tariffs with C. & N-W. Ry. Co.; C. M. & St. P. Ry. Co. and M. & St. L. R. R. Co., and their connections.

7. Western Union Telegraph Co.

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SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From.	To.	Miles.		
Gold bonds, 5 per cent, } 40 years..... }	Duluth, Minn.....	Sioux City, Iowa...	423	\$20,000.00	All

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	3	870	\$4,200.00	\$4.80
General office clerks.....	2	626	1,200.00	1.92
Station agents.....	2	626	1,550.00	2.48
Enginemen.....	2	738	2,731.62	3.70
Firemen.....	2	753	1,655.32	2.20
Conductors.....	2	686	2,057.62	3.00
Other trainmen.....	4	1,326	2,651.88	2.00
Machinists.....	1	75	300.00	4.00
Carpenters.....	5	705	1,410.80	2.00
Section foremen.....	4	1,286	2,160.00	1.68
Other trackmen.....	28	5,257	6,570.70	1.25
Employees—Account floating equipment.....	3	742	1,336.60	1.80
All other employees and laborers.....	2	660	792.00	1.20
Total (including general officers)—Minnesota	60	14,350	\$28,616.54	\$1.99
Less general officers.....	3	870	4,200.00	4.80
Total (excluding general officers)—Minnesota	57	13,480	\$24,416.54	1.81
DISTRIBUTION OF ABOVE—				
General administration.....	5	1,496	\$5,400.00	\$3.70
Maintenance of way and structures.....	39	7,908	10,933.50	1.38
Maintenance of equipment.....	3	742	1,336.60	1.80
Conducting transportation.....	13	4,204	10,946.44	2.60
Total (including general officers)—Minnesota	60	14,350	\$28,616.54	\$1.99
Less general officers.....	3	870	4,200.00	4.80
Total (excluding general officers)—Minnesota	57	13,480	\$24,416.54	\$1.81
Total (including general officers)—Entire line	60	14,350	\$28,616.54	\$1.99

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	33, 216			
Number of passengers carried one mile.....	664, 320			
Number of passengers carried one mile per mile of road.....	23, 725			
Average distance carried.....	20			
Total passenger revenue—page 35		\$18, 199.	83	
Average amount received from each passenger.....			54.	792
Average receipts per passenger per mile.....			02.	740
Total passenger earnings—page 35.....		20, 575.	70	
Passenger earnings per mile of road.....			734.	85
Passenger earnings per train mile.....			1.	27.404
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	95, 752			
Number of tons carried one mile.....	1, 682, 480			
Number of tons carried one mile per mile of road.....	60, 088			
Average distance haul of one ton.....	18			
Total freight revenue—page 35		58, 885.	18	
Average amount received for each ton of freight.....			61.	498
Average receipts per ton per mile.....			03.	500
Total freight earnings—page 35.....		58, 885.	18	
Freight earnings per mile of road.....		2, 103.	04	
Freight earnings per train mile.....			1.	62.219
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		77, 085.	01	
Passenger and freight revenue per mile of road		2, 751.	79	
Passenger and freight earnings—page 35.....		79, 460.	88	
Passenger and freight earnings per mile of road.....		2, 838.	17	
Gross earnings from operation—page 35.....		79, 460.	88	
Gross earnings from operation per mile of road		2, 838.	17	
Gross earnings from operation per train mile.....			1.	51.498
Operating expenses—page 45		53, 480.	46	
Operating expenses per mile of road.....		1, 910.	02	
Operating expenses per train mile.....			1.	01.965
Income from operation—page 31		25, 980.	42	
Income from operation per mile of road.....			928.	15
TRAIN MILEAGE—				
Miles run by passenger trains	16, 150			
Miles run by freight trains.....	36, 300			
Total mileage trains earning revenue.....	52, 450			
*Miles run by switching trains.....				
*Miles run by construction and other trains				
Grand total train mileage				
Mileage of loaded freight cars—north or east.....	No account kept.			
Mileage of loaded freight cars—south or west.....				
Mileage of empty freight cars—north or east.....				
Mileage of empty freight cars—south or west.....				
Average number of freight cars in train				
Average number of loaded cars in train				
Average number of empty cars in train				
Average number of tons of freight in train				
Average number of tons of freight in each loaded car.....				

* This service done by regular trains.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Received from Connecting Roads and Other Carriers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Grain.....	24, 796	.....	24, 796	25.89
Flour.....	75	.....	75	.07
Other mill products.....	26	.....	26	.02
Hay.....	139	.....	139	.14
Fruit and vegetables.....	2	25	27	.03
Live stock.....	647	12	659	.69
Hides and leather.....	7	17	24	.02
Anthracite coal.....	.....	2, 835	2, 835	2.96
Bituminous coal.....	185	13, 537	13, 722	14.35
Stoneware.....	2, 193	.....	2, 193	2.29
Sewer pipe.....	5, 048	.....	5, 048	5.27
Stone, sand and other like articles.....	69	.....	69	.07
Clay.....	36, 381	33	36, 414	38.03
Lumber.....	1, 484	408	1, 892	1.97
Other products.....	479	.....	479	.60
Petroleum and other oils.....	.....	1, 120	1, 120	1.17
Sugar.....	.....	75	75	.09
Iron, pig and bloom.....	16	29	45	.04
Iron and steel rails.....	.....	88	88	.09
Other castings and machinery.....	12	104	116	.12
Cement, brick and lime.....	1, 854	621	1, 975	2.06
Agricultural implements.....	29	80	109	.12
Wines, liquors and beers.....	364	5	369	.39
Household goods and furniture.....	221	47	268	.28
Merchandise.....	775	1, 317	2, 092	2.19
Eggs.....	225	.....	225	.23
Miscellaneous—Other commodities not mentioned above.....	408	464	872	.92
Total tonnage—Minnesota.....	74, 935	20, 817	95, 752	100.00
Total tonnage—entire line.....	74, 935	20, 817	95, 752	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipm't Fitted with Automatic Coupler.	
			Num-ber.	Name.	Num-ber.	Name.
Locomotives Owned and Leased—						
Freight.....	2	{ 1 1	Westinghouse.			
		1	Hand brake.			
Total locomotives in service.....	2	2				
Cars (Owned and Leased) in Passenger Service—						
First class cars.....	1	1	Westinghouse.	1	Miller.	
Combination cars.....	1	1	Westinghouse.	1	Miller.	
Total.....	2	2		2		
In Freight Service—						
Box cars.....	10		Hand brake.			
Flat cars.....	1	33	Hand brake.			
Total.....	1	43				
Total.....		45				

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	25.00	3.00					28.00			28.00
Miles of yard track and sidings.....	2.00						2.00			2.00
Total mileage operated (all tracks).....	27.00	3.00					30.00			30.00

B. Mileage of Line Operated by States and Territories (Single Track).

State of Minnesota	25.00	3.00					28.00			28.00
Total mileage operated (single track).....	25.00	3.00					28.00			28.00

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota	25.00	3.00	28.00			28.00
Total mileage owned (single track).....	25.00	3.00	28.00			28.00

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW TIES LAID DURING YEAR.	Number.	Average Price at Distribut- ing Point.
Mixed—oak, elm, butternut, etc.....	13,936	\$0.22
Total.....	13,936	\$0.22

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	475	.....	.....	16,150	58.82
Freight	1,230	.....	.....	36,300	67.76
Total	1,705	.....	.....	52,450	65.01
Average cost at distributing point.....	\$3.40	.....	.....	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

Other employes, killed, 1; falling from trains and engines.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From.	To.	Miles.	Num-ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Num-ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num-ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Red Wing.....	Zumbrota.....	25.00	62	8.28	16.78	4.10	{ 1 1 1 1 1 1 6 2 }	446.0 10.0 8.0 47.0 1.9 97.0 16.0	13.25 .22 .57 1.91 .06 1.27 .2	1 1 1 1 1 2 1	16 13 145 6 4 21 21	.34 .22 2.91 .26 .38 .26 .20
Claybank.....	Claybeds.....	2.00	6	.95	1.05	.47						
Red Wing.....	Sewer pipe works.	1.00	4	.4	.6	.6						
Total.....		28.00	72	9.63	18.43	5.17	13	625.9	17.48	8	226	5.07

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Feet.	Minimum Length, Feet.	Maximum Length, Feet.	ITEM.	Number.	Height of Lowest Above Surface of Rail.
							Ft. In.
Bridges—					Overhead Highway Crossings—		
Wooden	1	134	.....	.....	Bridges.....	1	21 6
Total.	1	134	.....	.....	Total.....	1	21 6
Trestles.....	47	3,486	.....	.....	Overhead Railway Crossings.....	1	.....

Gauge of track, 4 feet, 8½ inches. 28 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
25	25	W. U. Telegraph Co.....	D. R. W. & So. R. R. Co.

Eastern Railway Company of Minnesota.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Eastern Railway Company of Minnesota.

2. Date of organization? Aug. 13, 1887.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof? Territory of Minnesota and states of Minnesota and Wisconsin. The Eastern Railway Company of Minnesota was organized under the charter of the Minneapolis & St. Cloud Railroad Company, according to the following statutes of the Territory and of the State of Minnesota: An act of the legislative assembly of the Territory of Minnesota entitled "An act to incorporate the Minneapolis & St. Cloud Railroad Company," approved March 1, 1856; another act, approved by the legislature of the State of Minnesota Feb. 23, 1864, entitled "An act to amend an act entitled an act to incorporate the Minneapolis & St. Cloud Railroad Company," passed March 1, 1856; another act of said legislature, approved Feb. 11, 1865, entitled "An act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota;" another act of said legislature, approved Feb. 28, 1865, entitled "An act to amend an act entitled an act to incorporate the Minneapolis & St. Cloud Railroad Company, approved March 1, 1856, and to repeal certain portions of an act amending the charter of said company, passed Feb. 23, 1864;" another act of said legislature, approved March 5, 1869, entitled "An act to amend an act entitled an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior and Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota;" another act of said legislature, approved March 6, 1869, entitled "An act to amend the charter of the Minneapolis & St. Cloud Railroad Company;" another act of said legislature, approved March 2, 1870, entitled "An act to amend the charter of the Minneapolis & St. Cloud Railroad Company;" another act of said legislature, approved March 11, 1879, entitled "An act to extend the time for the construction and completion of a branch of the Minneapolis & St. Cloud Railroad;" another act of said legislature, approved March 7, 1881, entitled "An act to amend chapter 56 of the Special Laws of A. D. 1869, page 249, entitled an act to amend an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branch lines to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota;" another act of said legislature, approved March 10, 1885,

(Page 3.)

HISTORY—*Continued.*

entitled "An act to amend an act entitled an act granting swamp lands to aid the Minneapolis & St. Cloud Railroad Company in building branches to connect with the Lake Superior & Mississippi Railroad and the Winona & St. Peter Railroad, or any other railroad in Southern Minnesota, approved Feb. 11, in the year of our Lord one thousand eight hundred and sixty five, as amended."

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Eastern Railway Company of Minnesota and Lake Superior & Southwestern Railway Company. Under the provisions of the above charter and amendments, and pursuant moreover to the General Laws of the states of Minnesota and Wisconsin, it was, Jan. 10, 1888, consolidated with the Lake Superior & Southwestern Railway Company, a corporation organized and existing under the laws of the State of Wisconsin.

5. Date and authority for each consolidation? Jan. 10, 1888. Statutes above recited, resolutions of the boards of directors and votes of stockholders of the respective companies.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Jas. J. Hill.....	St. Paul, Minn.....	When successor is elected
W. P. Clough.....	St. Paul, Minn.....	When successor is elected
M. D. Grover.....	St. Paul, Minn.....	When successor is elected
Samuel Hill.....	Minneapolis, Minn.	When successor is elected
Jas. N. Hill.....	St. Paul, Minn.....	When successor is elected

Total number of stockholders at date of last election? Six.

Date of last meeting of stockholders for election of directors? Oct. 23, 1895.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? Duluth, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President.....	Samuel Hill.....	Minneapolis, Minn.
Vice president.....	Jas. N. Hill.....	St. Paul, Minn.
Secretary and treasurer.....	E. Sawyer.....	St. Paul, Minn.
General solicitor.....	M. D. Grover.....	St. Paul, Minn.
Attorney.....	J. A. Murphy	West Superior, Wis.
Comptroller.....	R. I. Farrington.....	St. Paul, Minn.
General manager.....	W. C. Farrington.....	Duluth, Minn.
Chief engineer.....	J. F. Stevens.....	St. Paul, Minn.
Superintendent.....	J. B. Rice.....	West Superior, Wis.
Assistant superintendent.....	G. T. Slade.....	West Superior, Wis.
Superintendent of telegraph.....	C. P. Adams.....	St. Paul, Minn.
General freight agent.....	J. C. Eden.....	St. Paul, Minn.
General passenger agent.....	F. I. Whitney.....	St. Paul, Minn.
Asst. general passenger agent.....	D. Davies.....	St. Paul, Minn.
General ticket agent.....	F. I. Whitney.....	St. Paul, Minn.
Asst. general ticket agent.....	D. Davies.....	St. Paul, Minn.
General baggage agent.....	S. A. Smart.....	St. Paul, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below observe the following classification and order:

1. Railroad line represented by Capital Stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To.		
1. a Eastern R'y of Minnesota.....	Hinckley, Minn.....	Wisconsin state line....	47.30	.....
b Branch lines.....	In Duluth, Minn.....	Kettle River, Minn.....	.38	.....
	Sandstone, Minn.....		2.61	50.29
5. Northern Pacific R'y.....	Wisconsin state line....	Connection with C. St. P. M. & O. R'y.....	.02	.....
C., St. P., M. & O. R'y.....	Connection with N. P. R'y.....	Connection with Duluth Terminal R'y.....	.03	.....
Duluth Terminal R'y.....	Connection with C. St. P. M. & O. R'y.....	Duluth, Minn.....	1.78
Great Northern R'y.....	St. Paul, Minn.....	Hinckley, Minn.....	109.97	111.80
Total				162.09

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PROPERTY OPERATED—Continued.

1. a Eastern R'y of Minnesota.....	Hinckley, Minn.....	West Superior, Wis.....	68.30
	In Duluth, Minn.....	Duluth, Minn.....	1.48	.....
b Kettle River branch.....	Sandstone, Minn.....	Kettle River, Minn.....	2.61	72.39
5. Northern Pacific R'y	South Superior, Wis.....	South end of St. Louis River bridge.....	*4.73	.....
	South end of St. Louis River bridge..	Connection with C. St. P. M. & O. R'y	1.63	.....
C., St. P., M. & O. R'y	Connection with N. P. R'y.....	Connection with Duluth Terminal R'y....	.03	.....
Duluth Terminal R'y.....	Connection with C. St. P. M. & O. R'y.....	Duluth, Minn.....	1.78
Great Northern R'y.....	St. Paul, Minn.....	Hinckley, Minn.....	199.97	118.14
Total				190.53

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EXPLANATORY REMARKS.

* The mileage operated, South Superior to south end of St. Louis River bridge, 4.73 miles, was used for passenger trains only.

(Page 11.)

PROPERTY OPERATED—*Continued.*

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of Which Affect the General Balance Sheet—Pages 49 and 51.

NAME.	Character of Business.	Title (Owned, Leased, Etc.).	State or Territory.
Great Northern Elevators, A and X	Handl'g grain in transit over this Co.'s line.....	Owned	Wisconsin.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock.....	50,000	\$100.00	\$5,000,000	\$5,000,000	8	\$400,000
Total.....	50,000	\$100.00	\$5,000,000	\$5,000,000	.....	\$400,000

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....	5	\$500
Issued for acquisition of the Lake Superior & Southwestern R'y.....	49,995	\$4,999,500
Total.....	50,000	\$5,000,000

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FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate Per Ct.	When Payable.	Am't Acord'd during Y'r.	Am't Paid during Y'r.
First mortgage bonds	April 1, 1888	April 1, 1908	\$5,000,000.00	\$4,700,000.00	\$4,700,000.00	\$4,456,412.50	5	{ April 1, } { Oct. 1. }	\$235,000.00	\$235,200.00
Total mortgage bonds.....	\$5,000,000.00	\$4,700,000.00	\$4,700,000.00	\$4,456,412.50	\$235,000.00	\$235,200.00

RECAPITULATION OF FUNDED DEBT.

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CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$4,700,000.00	\$4,700,000.00	\$235,000.00	\$235,000.00
Total	\$4,700,000.00	\$4,700,000.00	\$235,000.00	\$235,000.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash	\$42,577.22	Audited vouchers and accounts.....	\$255,164.37
Bills receivable	12,000.00	Wages and salaries.....	40,845.69
Due from agents	4,404.78	Matured interest coupons unpaid (including c. coupons due July 1)....	3,150.00
Due from solvent companies and individuals.....	1,097,711.06	Miscellaneous.....	60,126.78
Other cash assets (excluding materials and supplies)*.....	9,095.37	Total current liabilities.....	\$358,786.24
Total cash and current assets	\$1,165,791.43	Balance cash assets.....	807,005.19
Total	\$1,165,791.43	Total.....	\$1,165,791.43

* Materials and supplies on hand, \$97,696.26. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$5,000,000.00	\$5,000,000.00	.....	72.39	\$69,070.00
Bonds—page 19 (grand total)	4,700,000.00	3,417,000.00	\$1,283,000.00	72.39	47,203.00
Total.....	\$9,700,000.00	\$8,417,000.00	\$1,283,000.00	.....	\$116,273.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of Which
are Included in the Income Account.—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Eastern Ry of Minnesota.....	\$5,000,000.00	\$4,700,000.00	\$9,700,000.00	72.39	\$133,996.00
Total.....	\$5,000,000.00	\$4,700,000.00	\$9,700,000.00	72.39	\$133,996.00

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COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way	\$9,578.62			
Other real estate.....	5.00			
Grading, bridge and culvert masonry	2,212.24			
Bridges and trestles.....	28,373.75			
Buildings, furniture and fixtures.....	56,818.30			
Shop machinery and tools.....	Cr. 18.86			
Sidings and yard extensions.....	35,889.57			
Other items.....	41,502.69			
Total construction.....	\$174,361.31	\$8,145,227.76	\$8,319,589.07	\$114,927.32
EQUIPMENT—				
Locomotives.....	77,328.46			
Passenger cars.....	Cr. 27.15			
Sleeping, parlor, and dining cars.....	50,619.56			
Baggage, express, and postal cars.....	13,382.66			
Combination cars.....	673.42			
Freight cars.....	111,864.43			
Other cars of all classes.....	4,023.97			
Total equipment.....	\$257,891.35	\$834,436.73	\$1,092,332.08	15,089.54
Grand total cost.....	\$432,256.66	\$8,979,664.49	\$9,411,921.15	\$130,016.86
Total cost—State of Minnesota	95,432.40	Cannot	state.	

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$1,916,320.74	
Less operating expenses—page 45.....	881,716.19	
Income from operation.....		\$1,034,604.55
Dividends on stocks owned—page 37.....	\$3,000.00	
Interest on bonds owned—page 39.....	10,500.00	
Miscellaneous income—less expenses—page 41.....	40,323.69	
Income from other sources.....		53,823.69
Total income		\$1,088,428.24
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$235,000.00	
Rents paid for lease of road—page 47, A.....	87,532.76	
Taxes.....	52,659.24	
Total deductions from income.....		\$375,192.00
Net income.....		\$713,236.24
Dividends, 8 per cent, common stock—page 17.....	\$400,000.00	
Total		400,000.00
Surplus from operations of year ending June 30 1896.....		\$313,236.24
Surplus on June 30, 1895 (from "general balance sheet," 1895 report).....		1,122,395.19
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51).....		\$1,435,631.43

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

PASSENGER.

	Actual Earnings.
Total passenger revenue.....	\$144,807.13
Mail.....	6,209.57
Express.....	4,049.48
Extra baggage and storage.....	1,051.56
Other items.....	10,500.31
Total passenger earnings.....	\$166,618.05

FREIGHT.

Total freight revenue.....	\$1,281,119.50
Other items.....	498.58
Total freight earnings.....	\$1,281,618.08
Total passenger and freight earnings.....	\$1,448,236.13

OTHER EARNINGS FROM OPERATION.

Switching charges—balance.....	\$2,659.50
Rents not otherwise provided for.....	1,571.71
Total other earnings.....	\$4,231.21
Total gross earnings from operation—Minnesota.....	\$1,452,467.34
Total gross earnings from operation—entire line.....	\$1,916,320.74

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EXPLANATORY REMARKS.

In computing earnings, within the State of Minnesota as shown on opposite page the revenues from interstate traffic have been divided upon basis of miles hauled.

The company does not admit the correctness of the present mode of division, but temporarily uses it for the purpose of making up its report to the Railroad and Warehouse Commission of said state in compliance with the wishes of said commissioners.

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STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Duluth Terminal R'y Co.....	\$50,000.00	6	\$3,000	\$50,000.00
Lake Superior Terminal & Trans. R'y.....	15,700.00			15,700.00
Total.....	\$65,700.00		\$3,000	\$65,700.00

B. Other Stocks.

Northern Land Co.....	\$10,000.00			\$100.00
Total.....	\$10,000.00			\$100.00
Grand total, A and B.....	\$75,700.00		\$3,000	\$65,800.00

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Duluth Terminal R'y.....	\$175,000.00	6	\$10,500.00	\$175,000.00
Total	\$175,000.00	.....	\$10,500.00	\$175,000.00

B. Other Bonds.

Northern Land Co.....	\$150,000.00	.....	.....	\$126,895.78
Total	\$150,000.00	.....	.....	\$126,895.78
Grand total A and B.....	\$325,000.00	.....	\$10,500.00	\$301,895.78

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Terminals	West Superior.....	L. S. T. & T. R'y Co.....	\$1.33	.....
Terminals	West Superior.....	Docks	15,000.04	.....
Total.....	.....	.....	.....	\$15,001.37

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Elevators A and X.....	\$37,345.72
Interest and exchange.....	600.00
Miscellaneous.....	2,377.97
Total.....	\$40,323.69

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$90,956.37
Renewals of rails.....	121.94
Renewals of ties.....	13,462.38
Repairs and renewals of bridges and culverts.....	25,960.85
Repairs and renewals of fences, road crossings, signs and cattle guards.....	463.86
Repairs and renewals of buildings and fixtures.....	21,852.89
Repairs and renewals of docks and wharves.....	7,251.36
Repairs and renewals of telegraph.....	1,643.71
Stationery and printing.....	93.92
Total.....	\$161,807.28

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$3,047.67
Repairs and renewals of locomotives.....	33,633.25
Repairs and renewals of passenger cars.....	7,057.53
Repairs and renewals of freight cars.....	34,103.61
Repairs and renewals of work cars.....	2,941.77
Repairs and renewals of shop machinery and tools.....	603.32
Stationery and printing.....	318.90
Total.....	\$81,705.45

CONDUCTING TRANSPORTATION.

Superintendence.....	\$16,675.39
Engine and roundhouse men.....	67,071.65
Fuel for locomotives.....	107,946.48
Water supply for locomotives.....	4,200.80
Oil, tallow and waste for locomotives.....	2,716.47
Other supplies for locomotives.....	1,432.19
Train service.....	45,345.16
Train supplies and expenses.....	13,866.33
Switchmen, flagmen and watchmen.....	30,597.66
Telegraph expenses.....	10,792.04
Station service.....	59,114.63
Station supplies.....	4,501.11
Switching charges—balance.....	30,570.38
Car mileage—balance.....	6,217.08
Hire of equipment.....	13,519.62
Loss and damage.....	5,572.21
Injuries to persons.....	4,663.19
Clearing wrecks.....	1,530.47
Advertising.....	1,754.91
Outside agencies.....	20,130.22
Commissions.....	7,440.96
Rents for tracks, yards and terminals—page 47, B.....	133,763.82
Rents of buildings and other property.....	722.40
Stationery and printing.....	3,166.23
Other expenses.....	1,261.52
Total.....	\$594,372.32

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$10,510.11
Salaries of clerks and attendants.....	14,114.74
General office expenses and supplies.....	2,634.73
Insurance.....	4,744.92
Law expenses.....	5,675.90
Stationery and printing (general offices).....	2,217.53
Other expenses.....	3,933.21
Total.....	\$43,831.14

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$161,807.28
Maintenance of equipment.....	81,705.45
Conducting transportation.....	594,372.32
General expenses.....	43,831.14
Grand total.....	\$881,716.19
Percentage of expenses to earnings—entire line.....	46.01

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$92,367.06
Maintenance of equipment.....	63,918.32
Conducting transportation.....	420,392.81
General expenses.....	32,390.26
Total.....	\$509,068.45
Percentage of expenses to earnings—Minnesota.....	41.93

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Great Northern R'y.....			\$83,932.76	\$83,932.76
Northern Pacific R'y			3,000.00	3,000.00
Superior Short Line R'y of Minnesota			600.00	600.00
Total rents, A.....			\$87,532.76	\$87,532.76

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	St. Paul to Hinckley...	Great Northern R'y.....	\$24,425.86	.....
Tracks.....	St. Louis river bridge ..	Northern Pacific R'y.....	8,657.13	.....
Tracks.....	Allouez Jct. to south end St. Louis bridge...	Northern Pacific R'y.....	216.30	.....
Tracks.....	In Duluth, Minn.....	Duluth Terminal R'y.....	44,328.67	.....
Total.....				\$77,627.96
Terminals.....	Minneapolis, Minn	Minneapolis Union R'y.....	\$15,933.93	.....
Terminals.....	St. Paul & Minneapolis ..	Great Northern R'y.....	26,976.10	.....
Terminals.....	West Superior, Wis.....	Lake Sup. T & T. R'y.....	2,728.94	.....
Terminals.....	St. Paul, Minn.....	St. Paul Union Depot Co..	3,902.97	.....
Terminals.....	Duluth, Minn.....	Duluth U. D. & T. Co.....	6,593.92	.....
Total				\$56,135.86
Grand total rents, B.....				\$133,763.82

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$8, 145, 227.76	\$8, 319, 589.07	.....	\$174, 361.31	.....
834, 436.73	1, 092, 332.08	.....	257, 895.35	.....
65, 800.00	65, 800.00	.....	.....	.....
301, 895.78	301, 895.78	.....	.....	.....
539, 922.89	545, 281.59	.....	5, 358.70	.....
1, 163, 633.29	1, 165, 791.43	.....	2, 158.14	.....
26, 487.98	97, 696.26	.....	71, 208.28	.....
.....
.....	\$11, 077, 404.43	.....	\$11, 588, 386.21	\$510, 981.78	.....
.....

ASSETS.

Cost of road—page 29.....
 Cost of equipment—page 29.....
 Stocks owned—page 37.....
 Bonds owned—page 39.....
 Other permanent investments.....
 Cash and current assets—page 23.....
 OTHER ASSETS—
 Materials and supplies.....

Grand total.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$5, 000, 000.00	\$5, 000, 000.00	.....	.....	.....
4, 700, 000.00	4, 700, 000.00	.....	.....	.....
176, 362.67	358, 786.24	.....	\$182, 423.57	.....
58, 750.00	58, 750.00	.....	.....	.....
10, 696.57	28, 459.38	.....	17, 762.81	.....
9, 200.00	6, 759.16	.....	.....	\$2, 440.84
1, 122, 395.19	1, 435, 631.43	.....	313, 236.24	.....
.....
.....	\$11, 077, 404.43	.....	\$11, 588, 386.21	\$510, 981.78	.....
.....

LIABILITIES.

Capital stock—page 17.....
 Funded debt—page 23.....
 Current liabilities—page 23.....
 Accrued interest on funded debt not yet payable.....
 Taxes not yet due.....
 Fund for renewals.....
 Profit and loss—page 31 (or 33).....

Grand total.....

(Page 55.) CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with the Great Northern Express Co., whereby they do all express business on this company's line, the railway company receiving a percentage of gross earnings.
2. Routes established by the United States Government as provided by law.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Income Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.				
First mortgage bonds	Hinckley, Minn.....	Duluth, Minn.....	72.39	\$64,926.00	All	Earnings	Duluth Terminal R'y stocks and bonds.

Also includes docks, elevators and terminal properties in West Superior, Wis., and Duluth, Minn.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers.....	13	595	\$7,204.61	\$12.11
Other officers.....	2	777	4,933.82	8.29
General office clerks.....	37	10,703	19,263.80	1.80
Station agents.....	9	2,036	3,706.30	1.82
Other station men.....	57	5,795	6,615.03	1.76
Enginemen.....	23	6,533	25,216.87	3.86
Firemen.....	25	6,579	14,801.72	2.25
Conductors.....	29	4,275	13,722.67	3.21
Other trainmen.....	45	7,883	16,396.83	2.08
Carpenters.....	6	6,019	13,722.67	2.28
Other shopmen.....	14	1,173	1,901.06	1.62
Section foremen.....	14	2,038	2,955.65	1.45
Other trackmen.....	362	52,622	64,203.33	1.22
Switchmen, flagmen and watchmen.....	15	1,362	2,369.21	1.74
Telegraph operators and dispatchers.....	6	3,043	4,198.90	1.38
All other employes and laborers.....	35	24,650	55,219.09	2.24
Total (including general officers) Minnesota.....	692	136,047	256,430.56	1.91
Less general officers.....	13	595	7,204.61	12.11
Total (excluding general officers) Minnesota.....	679	135,452	249,225.95	1.84
DISTRIBUTION OF ABOVE—				
General administration.....	52	12,075	31,402.23	2.60
Maintenance of way and structures.....	382	60,679	80,881.65	1.33
Maintenance of equipment.....	14	1,173	1,900.06	1.62
Conducting transportation.....	244	62,120	142,246.62	2.29
Total (including general officers) Minnesota.....	692	136,047	256,430.56	1.91
Less general officers.....	13	595	7,204.61	12.11
Total (excluding general officers) Minnesota.....	679	135,452	249,225.95	1.84
Total (including general officers) entire line.....	1,123	241,754	445,582.54	1.84

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	113,747	.....
Number of passengers carried one mile.....	7,432,641	.....
Number of passengers carried one mile per mile of road (162.09 m.).....	45,855	.....
Average distance carried.....	65.3	.....
Total passenger revenue—page 35.....		\$144,807.13
Average amount received from each passenger.....		1.27.306
Average receipts per passenger per mile.....		.01.948
Total passenger earnings—page 35.....		166,618.05
Passenger earnings per mile of road.....		1,027.94
Passenger earnings per train mile.....		.75.264
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	2,589,141	.....
Number of tons carried one mile.....	169,994,219	.....
Number of tons carried one mile per mile of road (162.06 miles)...	1,048,764	.....
Average distance haul of one ton.....	65.7	.....
Total freight revenue—page 35.....		1,281,119.50
Average amount received for each ton of freight.....		.49.481
Average receipts per ton per mile.....		.00.753
Total freight earnings—page 35.....		1,281,618.03
Freight earnings per mile of road.....		7,906.83
Freight earnings per train mile.....		4.64.637
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		1,425,926.63
Passenger and freight revenue per mile of road (162.09 miles).....		8,797.13
Passenger and freight earnings—page 35.....		1,448,236.13
Passenger and freight earnings per mile of road.....		8,934.77
Gross earnings from operation—page 35.....		1,452,467.34
Gross earnings from operation per mile of road.....		8,960.87
Gross earnings from operation per train mile.....		2.92.045
Operating expenses—page 45.....		609,068.45
Operating expenses per mile of road.....		3,757.59
Operating expenses per train mile.....		1.22.470
Income from operation—page 31.....		843,398.89
Income from operation per mile of road.....		5,203.28
TRAIN MILEAGE—		
Miles run by passenger trains.....	221,377	.....
Miles run by freight trains.....	275,932	.....
Total mileage trains earning revenue.....	497,309	.....
Miles run by switching trains.....	Cannot state	.....
Miles run by construction and other trains.....	22,401	.....
Grand total train mileage.....		.....
Mileage of loaded freight cars—east.....	3,378,216	.....
Mileage of loaded freight cars—west.....	4,304,455	.....
Mileage of empty freight cars—east.....	1,540,142	.....
Mileage of empty freight cars—west.....	359,432	.....
Average number of freight cars in train.....	34.73	.....
Average number of loaded cars in train.....	27.84	.....
Average number of empty cars in train.....	6.89	.....
Average number of tons of freight in train.....	616.08
Average number of tons of freight in each loaded car.....	22.13

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EXPLANATORY REMARKS.

Mileage used in passenger statistics, 162.09.

Mileage used in freight statistics, 162.09.

Mileage used in passenger and freight statistics, 162.09.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	121,324	...	...	...
Number of passengers carried one mile	8,384,852	...	...	...
Number of passengers carried one mile per mile of road (190.53 m.)	44,008	...	...	...
Average distance carried, miles.....	69.01	...	...	...
Total passenger revenue—page 35.....		\$164,740.84		
Average amount received from each passenger.....			1.35	.786
Average receipts per passenger per mile .....				.01.966
Total passenger earnings—page 35.....		189,868.33		
Passenger earnings per mile of road		996.52		
Passenger earnings per train mile.....			75.419	
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	2,592,598	...	...	...
Number of tons carried one mile.....	221,300,580	...	...	...
Number of tons carried one mile per mile of road (185.80 miles)....	1,191,069	...	...	...
Average distance haul of one ton, miles.....	85.4	...	...	...
Total freight revenue—page 35.....		1,686,758.65		
Average amount received for each ton of freight.....			65.060	
Average receipts per ton per mile .....				.00.762
Total freight earnings—page 35		1,689,269.80		
Freight earnings per mile of road.....		9,091.87		
Freight earnings per train mile.....		458.918		
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35 (190.53 miles).....		1,851,499.49		
Passenger and freight revenue per mile of road.....		9,717.63		
Passenger and freight earnings—page 35.....		1,879,138.13		
Passenger and freight earnings per mile of road.....		9,862.68		
Gross earnings from operation—page 35.....		1,916,320.74		
Gross earnings from operation per mile of road.....		10,057.84		
Gross earnings from operation per train mile.....		3,09.159		
Operating expenses—page 45.....		881,716.19		
Operating expenses per mile of road.....		4,627.70		
Operating expenses per train mile.....		1,42.246		
Income from operation—page 31.....		1,034,604.55		
Income from operation per mile of road		5,430.14		
TRAIN MILEAGE—				
Miles run by passenger trains.....	251,751	...	...	...
Miles run by freight trains.....	368,098	...	...	...
Total mileage trains earning revenue	619,849	...	...	...
Miles run by switching trains (see note, page 60).....	207,710	...	...	...
Miles run by construction and other trains.....	29,958	...	...	...
Grand total train mileage.....	857,517	...	...	...
Mileage of loaded freight cars—east.....	4,493,700	...	...	...
Mileage of loaded freight cars—west.....	6,019,527	...	...	...
Mileage of empty freight cars—east	2,382,118	...	...	...
Mileage of empty freight cars—west.....	473,561	...	...	...
Average number of freight cars in train.....	36.32	...	...	...
Average number of loaded cars in train.....	28.56	...	...	...
Average number of empty cars in train.....	7.76	...	...	...
Average number of tons of freight in train.....	601.20	...	...	...
Average number of tons of freight in each loaded car.....	20.94	...	...	...

(Page 61, B.)

EXPLANATORY REMARKS.

NOTE 1.—An allowance of 75 miles per day of 12 hours is made for switch trains.

NOTE 2.—Mileage used in passenger statistics, 190.53. Mileage used in freight statistics, 185.80. Mileage used in passenger and freight statistics, 190.53.

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FREIGHT TRAFFIC MOVEMENT—See page 62.

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TON- NAGE.	
			Whole Tons	Per Cent.
Grain.....			1,227,020	47.30
Flour.....			149,362	5.76
Other mill products.....			57,276	2.21
Hay.....			13,494	.52
Fruit and vegetables.....			2,772	.11
Other products of agriculture.....			85,095	3.28
Live stock.....			1,536	.05
Dressed meats.....			705	.03
Other packing-house products.....			1,716	.08
Poultry, game and fish.....			39	
Wool.....			5,430	.21
Hides and leather.....			142	
Anthracite coal.....			149,794	5.78
Bituminous coal.....			489,182	16.94
Coke.....			1,882	.07
Stone, sand and other like articles.....			19,875	.76
Lumber.....			100,824	3.89
Other products of forest.....			173,052	6.68
Petroleum and other oils.....			7,343	.29
Iron, pig and bloom.....			957	.04
Iron and steel rails.....			5,009	.20
Other castings and machinery.....			13,428	.52
Bar and sheet metal.....			66,684	2.58
Cement, brick and lime.....			8,689	.33
Agricultural implements.....			23	
Wagons, carriages, tools, etc.....			686	.03
Wines, liquors and beers.....			1,462	.06
Household goods and furniture.....			1,110	.04
Other manufactures.....			5,632	.22
Merchandise.....			23,080	.89
Miscellaneous: Other commodities not mentioned above.....			29,349	1.13
Total tonnage—entire line.....			2,592,598	100.00

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EXPLANATORY REMARKS.

It is impossible to give freight traffic movements for State of Minnesota, therefore movement over entire road is given.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives Owned and Leased—						
Passenger		5	5	Westinghouse.. ..		
Freight	6	16	10	Westinghouse.. ..		
			6	New York Air.....		
Switching	2	6	2	New York Air.....		
			4	Eames Vacuum.....		
Total locomotives in service.....	8	27	27			
Total locomotives owned	8	27	27			
Cars Owned and Leased, in Passenger Service—						
First class cars.....		6	6	Westinghouse.....	6	Standard.
Combination cars.....		4	4	New York Air.....	4	Standard.
Parlor cars.....		3	3	Westinghouse.....	3	Standard.
Sleeping cars.....	4	4	4	New York Air.....	4	Standard.
Baggage, express and postal cars.....	4	4	4	New York Air.....	4	Standard.
Total	8	21	21		21	
In Freight Service—						
Box cars	235	990	252	New York.....	261	Standard.
Flat and coal cars.....	14	479	6	Westinghouse.....	1	
Refrigerator cars.....		4	4	Westinghouse.....	2	
Total	221	1,473	262		264	
In Company's Service—						
Derrick cars		2				
Caboose cars.....		12				
Other road cars.....		8				
Total.....		22				
Total cars in service	229	1,516	283		285	
Total cars owned.....	229	1,516	283		285	

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.								Iron.	Steel.
Miles of single track.....	69.78	2.61					118.14	190.53			72.39
Miles of second track.....	6.00							6.00			6.00
Miles of yard track and sidings.....	48.66	.58						49.14	5.68	.22	48.92
Total mileage operated (all tracks).....	124.34	3.19					118.14	245.67	11.68	.22	127.31

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—											
Minnesota.....	47.68	2.61					111.80	162.09			50.29
Wisconsin.....	22.10						6.34	28.44			22.10
Total mileage operated (single track).....	69.78	2.61					118.14	190.53			72.39

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Minnesota.....	47.68	2.61		50.29			50.29
Wisconsin.....	22.10			22.10			22.10
Total mileage owned (single track).....	69.78	2.61		72.39			72.39

MILEAGE—STATE OF MINNESOTA.

(Page 67, B.)

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	47.68	2.61				111.80	162.09			50.29
Miles of yard track and sidings.....	18.85	.58					19.43	5.77	.22	19.21
Total mileage operated (all tracks).....	66.53	3.19				111.80	181.52	5.77	.22	69.50

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OF MINNESOTA—										
Minnesota.....	47.68	2.61				111.80	162.09			50.29
Total mileage operated (single track).....	47.68	2.61				111.80	162.09			50.29

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	47.68	2.61	50.29			50.29
Total mileage owned (single track).....	47.68	2.61	50.29			50.29

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard, Lbs.	Av. Price per Ton at Distrib'ting Point.	Kind.	Number.	Av. Price at Distrib'ting Point.
Steel.....	4.970	75	\$23.42	Hardwood	1,065	\$0.34.50
Total	4.970			Pine, tamarack and cedar..	31,728	.22.67
				Others.....	545	.61.00
				Total	36,338	\$0.23.59

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bit'minous.	Wood, C'ds, Hard.	Total Fuel Consumed. Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	6,601	181	6,721.67	253,400	53.05
*Freight.....	28,611	387	28,869.00	488,140	118.28
Switching.....	6,469	60	6,509.00	205,070	63.48
Total.....	41,681	628	42,099.67	946,610	88.95
Average cost at distributing point.....	\$2.85	\$1.86			

* Construction included in freight.

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYES.							
	Trainmen.		Sw'chm'n, Flagmen & W'tchm'n		Other Employes.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling	2	.....	.....	.....	.....	.....	2
Falling from trains and engines...	1	.....	.....	.....	.....	.....	1
Overhead obstructions.....	1	.....	.....	.....	.....	.....	1
Other causes.....	1	.....	1
Total	4	.....	.....	.....	1	.....	5

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
At stations.....	2	2
Other causes.....	3	2	3	2
Total	3	2	2	3	4

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EXPLANATORY REMARKS.

Employees Injured.—Aug. 23, J. Schultz, laborer, Holyoke, Minn., climbing over train had his foot crushed between draw bars, fracturing some of the bones.

Trespassers Killed.—July 24, L. Schaeffer, Minneapolis, tramp, in trying to board a moving train had his skull fractured, resulting in death. Oct. 2, Wm. Nolan, Sandstone, found dead on track. Oct. 21, J. Rogers, Sandstone, found dead on track.

Trespassers Injured.—July 31, Ed. Green, Elk River, tramp, jumped from train, striking on cattle guard, fracturing his hip. Feb. 11, G. E. Campbell, Mora, trying to steal ride, fell under train and lost a leg.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Feet.	Minimum Length, Feet.	Maximum Length, Feet.
Bridges—				
Iron.....	2	298	84	214
Wooden.....	8	1,518	16	540
Total.....	10	1,816		
Trestles.....	41	4,445	12	348

Gauge of track, 4 feet 8½ inches. 50.29 miles.

TELEGRAPH.

Owned by Company Making This Report.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of Operating Company.
48.01	97.42	48.01	47.57	49.85	Western Union Telegraph Company.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned
for Use by Lease.

NAME OF OWNER.	Description.	RATE, CENTS.			Amount.
		6-10.	3-4.	1.	
Armour Car Lines	Box and refrg.....		\$22.13	\$82.26	\$104.39
American Tank Line.	Tank	\$0.51			.51
American Refrigerator Transportation Co..	Refrigerator.....		15.47		15.47
Arms Palace Horse Car Co.....	Stock	11.87			11.87
American Cereal Co. Dispatch	Box	8.00			8.00
Anglo-American Refrigerator Car Co.....	Refrigerator.....			4.13	4.13
Canda Cattle Car Co.....	Stock	84.76			84.76
California Fruit Transportation Co	Refrigerator		3.88		3.88
Cupples & Co., Samuel.....	Box	3.11			3.11
Cudahy Refrigerator Line.....	Refrigerator			14.01	14.01
Continental Fruit Express.....	Refrigerator		2.59		2.59
Cedar Rapids Refrigerator Express.....	Refrigerator			3.49	3.49
Chicago, N. Y. & B Trans. Co.....	Refrigerator		5.33		5.33
Cottolene Refrigerator Car Line.....	Refrigerator		3.66		3.66
Commerce Dispatch Line.....	Box	1.47			1.47
Dold Refrigerator Co. Line.....	Refrigerator			7.17	7.17
Ellsworth, J. W. & Co.....	Box .....	.41			.41
Hicks Stock Car Co.....	Stock	4.14			4.14
Havens, C. B. & Co.....	Box	3.10			3.10
Hammond Refrigerator Car Line.....	Refrigerator			50.82	50.82
Kansas City Dressed Beef Line.....	Refrigerator			3.41	3.41
Mann Brothers.....	Box	3.51			3.51
Morrell Refrigerator Car Line.....	Refrigerator.....		2.56		2.56
Menasha Woodenware Co	Box	2.12			2.12
National Rolling Stock Co.....	Box	3.29			3.29
Overland Fruit Dispatch.....	Refrigerator				2.64
Peavey Grain Line	Box.....	1.83			1.83
Paragon Transportation Co	Box.....	2.11			2.11
Street Stable Car Co.....	Stock	14.32			14.32
St. Louis Refrigerator Car Co.....	Refrigerator			128.81	128.81
St. Charles Car Co.....	Box	2.48			2.48
Swift Refrigerator Car Co.....	Refrigerator			30.79	30.79
Southwestern Millers Dispatch.....	Box .....	.77			.77
St. Paul Refrigerator Car Line.....	Refrigerator		3.31	5.40	8.71
Union Refrigerator Transit Co	Refrigerator			178.93	178.93
Union Tank Line.....	Box and tank.....		290.77		290.77
Total		\$147.80	\$352.34	\$509.22	\$1,009.36

Great Northern Railway Co.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Great Northern Railway Co.

2. Date of organization? March 1, 1856.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota. Acts of March 1, 1856, Feb. 23, 1857, Feb. 28, 1865, March 5, 1869, March 6, 1869, March 2, 1870, March 11, 1879, March 7, 1881, March 10, 1885.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
James J. Hill.....	St. Paul, Minn.....	Oct. 16, 1896
W. P. Clough	St. Paul, Minn.....	Oct. 16, 1896
Samuel Hill.....	Minneapolis, Minn.....	Oct. 16, 1896
J. Kennedy Tod.....	New York, N. Y.....	Oct. 11, 1897
Edward Sawyer.....	St. Paul, Minn.....	Oct. 11, 1897
M. D. Grover.....	St. Paul, Minn.....	Oct. 11, 1897
Sir Donald A. Smith.....	Montreal, Canada	Oct. 10, 1898
Jacob H. Schiff.....	New York, N. Y.....	Oct. 10, 1898
Henry W. Cannon.....	New York, N. Y.....	Oct. 10, 1898

Total number of stockholders at date of last election? 330.

Date of last meeting of stockholders for election of directors? October 10, 1895.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	James J. Hill.....	St. Paul, Minn.
First vice president.....	W. P. Clough.....	St. Paul, Minn.
Second vice president.....	W. W. Finley.....	St. Paul, Minn.
Secretary and asst. treas.....	E. T. Nichols.....	New York, N. Y.
Treasurer and asst. sec.....	E. Sawyer.....	St. Paul, Minn.
General solicitor.....	M. D. Grover.....	St. Paul, Minn.
Attorney or general counsel..	C. Wellington.....	St. Paul, Minn.
Attorney or general counsel..	W. E. Dodge.....	Minneapolis, Minn.
Attorney or general counsel..	A. T. Shores.....	Great Falls, Mont.
Attorney or general counsel..	Burke, Shepard & McGilvra...	Seattle, Wash.
Attorney or general counsel..	W. H. Thompson.....	Seattle, Wash.
Comptroller.....	Robt. I. Farrington.....	St. Paul, Minn.
Chief engineer.....	Jno. F. Stevens.....	St. Paul, Minn.
General superintendent.....	J. M. Barr.....	St. Paul, Minn.
Asst. gen. supt. Eastern Dis..	O. O. Winter.....	St. Paul, Minn.
Asst. gen. supt. Western Dis..	R. Harding.....	Spokane, Wash.
Division superintendent.....	J. G. Taylor.....	Minneapolis, Minn.
Division superintendent.....	F. H. Button.....	Melrose, Minn.
Division superintendent.....	F. L. Corwin	Willmar, Minn.
Division superintendent.....	C. H. Jenks	Grand Forks, N. D.
Division superintendent.....	T. E. Adams.....	Grand Forks, N. D.
Division superintendent.....	P. Ryan.....	Kalispell, Mont.
Division superintendent.....	V. A. Riton.....	Leavenworth, Wash.
Superintendent of telegraph..	C. P. Adams.....	St. Paul, Minn.
Traffic manager.....	H. L. Shute.....	St. Paul, Minn.
General freight agent.....	Geo. O. Somers... ..	St. Paul, Minn.
Asst. general freight agent...	W. H. Hill.....	St. Paul, Minn.
General passenger agent.....	F. I. Whitney.....	St. Paul, Minn.
Asst. general passenger agt...	D. Davies.....	St. Paul, Minn.
General ticket agent.....	F. I. Whitney.....	St. Paul, Minn.
Asst. general ticket agent....	D. Davies.....	St. Paul, Minn.
General baggage agent.....	S. A. Smart	St. Paul, Minn.
Asst. land commissioner.....	C. H. Babcock.....	St. Paul, Minn.

Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
3. St. Paul, Minneapolis & Manitoba Railway.....	St. Paul.....	Barnesville.....	217.32	.....
	State Fair Grounds.....	Spur.....	.64	.....
	Osseo Jct.....	St. Cloud, incl. Nor. "Y".....	63.07	.....
	Elk River.....	Milaca.....	31.80	.....
	St. Cloud.....	Hinckley.....	66.43	.....
	East St. Cloud.....	Sauk Rapids.....	2.14	.....
	St. Cloud.....	Willmar Jct.....	55.85	.....
	Sauk Center.....	Park Rapids.....	90.96	.....
	Fergus Falls.....	Pelican Rapids.....	21.65	.....
	Carlisle Jct.....	Elizabeth.....	3.52	.....
	Evansville.....	Tintah.....	32.03	.....
	No. St. Cloud Branch.....	.....	2.53	.....
	Minneapolis Jct.....	East Minneapolis.....	.98	.....
	E. Minneapolis.....	Breckenridge.....	204.20	.....
	Minnetonka North Shore.....	.....	5.93	.....
	Hutchinson Jct.....	Hutchinson.....	53.13	.....
	Morris.....	Brown's Valley.....	46.68	.....
	Tintah Jct.....	No. Dakota State Line.....	9.18	.....
	Benson.....	So. Dakota State Line.....	45.92	.....
	Barnesville.....	St. Vincent.....	170.95	.....
	St. Vincent Jct. Switch.....	Boundary Line.....	2.62	.....
	St. Vincent Jct. Switch.....	End of track in old depot.....	2.12	.....
	Shirley.....	St. Hilaire.....	21.55	.....
	Barnesville Jct.....	No. Dakota State Line.....	22.79	.....
	Moorhead Jct.....	Halstad.....	34.09	.....
	Moorhead.....	No. Dakota State Line.....	86.89	.....
	Carman.....	Fosston.....	44.69	.....
	Halstad.....	No. Dakota State Line.....	.55	.....
	Breckenridge.....	No. Dakota State Line.....	.61	.....
	Crookston.....	No. Dakota State Line.....	23.54	.....
	St. Hilaire.....	Thief River Falls.....	7.59	.....
	St. Hilaire.....	Red Lake Falls.....	10.13	.....
Total.....	.....	.....	.....	1,332.08

(Page .)

PROPERTY OPERATED.

(For Roads Making Operating Reports.)

NAME.	TERMINALS.		Miles of Line for each Rd Named.	Miles of Line for each Cl'ss of Roads Named.
	From.	To.		
3. St. Paul, Minneapolis & Mani- toba R'y.....	St. Paul, Minn.....	Barnesville, Minn.....	217.32	.....
	State fair grounds Sp	ur, Minn.....	.64	.....
	Osseo Jct.....	St. Cloud, inc. north "Y"	63.07	.....
	Elk River, Minn.....	Milaca, Minn.....	31.80	.....
	St. Cloud, Minn.....	Hinckley, Minn.....	66.43	.....
	East St. Cloud, Minn....	Sauk Rapids, Minn.....	2.14	.....
	St. Cloud, Minn.....	Willmar Jct., Minn.....	55.85	.....
	Sauk Centre, Minn.....	Eagle Bend, Minn.....	36.44	.....
	Eagle Bend, Minn.....	Park Rapids, Minn.....	54.52	.....
	Fergus Falls, Minn.....	Pelican Rapids, Minn..	21.65	.....
	Carlisle Jct., Minn.....	Elizabeth, Minn.....	3.52	.....
	Evansville, Minn.....	Tintah Jct., Minn.....	32.03	.....
	North St. Cloud branch		2.53	.....
	Minneapolis Jct., Minn..	E. Minneapolis, Minn..	.98	.....
	E. Minneapolis, Minn..	Breckenridge, Minn.....	204.20	.....
	Minnetonka North Sh	ore Line, Minn.....	5.93	.....
	Hutchinson Jct., Minn..	Hutchinson, Minn.....	53.13	.....
	Morris, Minn.....	Browns Valley, Minn...	46.63	.....
	Tintah Jct., Minn.....	Ellendale, N. D.....	104.32	.....
	Rutland Jct., N. D.....	Aberdeen, S. D.....	64.00	.....
	Benson, Minn.....	Watertown, S. D.....	91.62	.....
	Barnesville, Minn.....	St. Vincent, Minn.....	170.95	.....
	St. Vincent Jct. switch	Boundary line.....	2.62	.....
	St. Vincent Jct. switch	End of tr'k in old depot	2.12	.....
	Shirley, Minn.....	St. Hilaire, Minn.....	21.55	.....
	Barnesville Jct., Minn..	Grand Forks Jct., N. D.	98.14	.....
	Grand Forks, N. D.....	Boundary line.....	80.94	.....
	Grafton, N. D.....	Cavalier, N. D.....	31.71	.....
	Moorhead Jct., Minn...	Halstad, Minn.....	34.09	.....
	Moorhead, Minn.....	Wahpeton, N. D.....	42.91	.....
	Carman, Minn.....	Fosston, Minn.....	44.69	.....
	Halstad, Minn.....	Alton, N. D.....	10.38	.....
	Breckenridge, Minn.....	Larimore, N. D., via Portland.....	135.01	.....
	Casselton Jct., N. D... .	Portland Jct., N. D., via Mayville.....	47.03	.....
Total.....				1,880.94

(Page 11.)

PROPERTY OPERATED—Continued.

(For Roads Making Operating Reports.)

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
Total brought forward.....			1,880.94	
3. St. Paul, Minneapolis & Manitoba Ry.....	Ripon, N. D.....	Hope, N. D.....	29.50	
	Addison West Line.....	N. D.....	11.78	
	Crookston Jct., Minn...	Minot.....	230.33	
	Park River Jct., N. D...	Langdon, N. D.....	73.88	
	Rugby Jct., N. D.....	Bottineau, N. D.....	38.66	
	Churches Ferry, N. D...	St. Johns, N. D.....	55.21	
	Minot, N. D.....	S. side Sun River, Mont.	549.25	
	Johnston Jct.....	Jct. with Sand Coulee branch, Great Falls..	3.10	
	West Side branch from Great Falls, Mont.....	Montana Smelter.....	5.04	
	St. Hilaire.....	Thief River Falls.....	5.33	
	St. Hilaire.....	Red Lake Falls.....	7.59	
	Pacific Jct.....	East Spokane Jct. with O. R. & N. Co.....	10.13	
	Jct. Spokane & Seattle Ry. in Spokane.....	Jct. with E. & M. C. Ry. at Lowell, via switch-back.....	511.30	
5. Oregon Ry. & Navigation Co.—Oregon Short Line & U. N. Ry..	East Spokane	Connection with tracks of Spokane U. D. Co..	307.53	3,719.57
Spokane Union Depot Co.....	O. R. & N. Co. tracks....	Jct. Spokane & Seattle Ry.....	.84	
Spokane & Seattle Ry	Tracks Spokane U. D. Co.....	Connection G. N. Ry. tracks w. of Spokane..	2.56	
Everett & Monte Cristo	Lowell, Wash.....	Everett (E. & M. C. Jct.)	1.40	
Seattle & Montana Ry.....	Everett (E. & M. C. Jct.)	Seattle, Wash	5.25	
			36.00	46.05
Total mileage operated.....				3,765.62

Name of all Coal, Bridge, Canal, or Other Properties, the Earnings and Expenses of which Affect the General Balance Sheet—Pages 49 and 51.

Name.	Character of Business.	Title. (Owned, Leased, Etc.)	State or Territory.
Hotel Lafayette.....	Hotel.....	Owned.....	Minnesota.
Elevator "B".....	Handling grain.....	Owned.....	Minnesota.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock, common.....	200,000	\$100.00	\$20,000,000	.....	.....	.....
Capital stock, preferred	250,000	100.00	25,000,000	\$25,000,000	5	\$1,250,000
Total.....	450,000	.....	\$45,000,000	\$25,000,000	.....	\$1,250,000

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued exclusively for cash, preferred.....	50,000	\$5,000,000
Issued for one-half cash, and one-half prop- erties and securities transferred to this company by the St. P. M. & M. R'y Co., preferred.....	200,000	\$20,000,000
Total.....	250,000	\$25,000,000

REMARKS—The original issue of stock was paid half in cash and half in properties and securities as shown in reports of prior years.

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FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate Per Cent.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
Collateral trust.....	Sept. 1, 1892	Sept. 1, 1902	\$15,000,000	\$15,000,000	\$15,000,000	\$10,834,526.26	4	{ Sept. 6... } { Mch. 1... }	\$600,000	\$601,060
Total .....	.....	.....	\$15,000,000	\$15,000,000	\$15,000,000	\$10,834,526.26	.....	.....	\$600,000	\$601,060
Grand total.....	.....	.....	\$15,000,000	\$15,000,000	\$15,000,000	\$10,834,526.26	.....	.....	\$600,000	\$601,060

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$15,000,000.00	\$15,000,000.00	\$600,000.00	\$601,060.00
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....				
Equipment trust obligations—page 21.....				
Total.....	\$15,000,000.00	\$15,000,000.00	\$600,000.00	\$601,060.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$1,683,810.90	Audited vouchers and accounts.....	\$815,950.74
Bills receivable.....	765,396.13	Wages and salaries.....	646,130.47
Due from agents.....	420,868.09	Dividends not called for.....	646,578.75
Due from solvent companies and individuals.....	627,583.49	Matured interest coupons unpaid (including coupons due July 1)....	2,600.00
Net traffic balances due from other companies.....	62,558.56	Rents due July 1.....	1,195,091.68
Total cash and current assets.....	\$3,561,522.17	Miscellaneous.....	127,784.46
		Total current liabilities.....	\$2,789,136.10
		Balance cash assets.....	772,386.07
Total.....	\$3,561,522.17	Total.....	\$3,561,522.17

Materials and supplies on hand, \$789,220.46. (See general balance sheet, page 49.)

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RECAPITULATION.
For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$25,000,000.00	.....	\$25,000,000.00	.....	.....
Bonds—page 19 (grand total).....	15,000,000.00	.....	15,000,000.00	.....	.....
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$40,000,000.00	.....	\$40,000,000.00	.....	.....

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION:				
Right of way.....	†\$5,016.90	\$107,827.19	\$102,810.29	.....
Other real estate.....	†123.40	1,806.45	1,183.05	.....
Fences.....	†5,027.16	19,952.51	14,925.35	.....
Grading, bridge and culvert masonry.	3,273.19	4,160.84	7,434.03	.....
Bridges and trestles.....	†1,311.49	1,596.01	254.52	.....
Rails.....	†97,261.60	97,728.92	467.32	.....
Buildings, furniture and fixtures.....	†851.74	54,661.68	53,809.94	.....
Shop machinery and tools.....	†817.81	817.81	.....	.....
Sidings and yard extensions.....	†3,334.69	17,995.51	14,660.82	.....
Other items.....	†5,720.21	5,720.21	.....	.....
Total construction.....	†\$116,221.81	\$311,267.13	\$195,045.32	\$51.73
EQUIPMENT:				
Locomotives.....	\$45,145.56	826,697.69	871,843.25	.....
Passenger cars.....	.....	13,974.21	13,974.21	.....
Sleeping, parlor and dining cars.....	†106.13	297,541.58	297,435.45	.....
Baggage, express and postal cars.....	17,929.03	37,456.33	55,385.36	.....
Freight cars.....	133,059.15	934,918.69	1,067,977.84	.....
Other cars of all classes.....	†8,500.90	384,763.21	376,262.81	.....
Total equipment.....	\$187,526.71	\$2,495,351.71	\$2,682,878.42	\$711.56
Grand total.....	\$71,304.90	\$2,806,618.84	\$2,877,923.74	\$763.29

† Decrease.

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EXPLANATORY REMARKS.

The decrease shown in column for expenditures during the year is occasioned by the transfer of improvements to the St. P. M. & M. R'y. See report for this company, page 29.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$15,345,274.16	
Less operating expenses—page 45.....	7,898,980.77	
Income from operation.....		\$7,446,293.39
Dividends on stocks owned—page 37.....	\$403,631.00	
Interest on bonds owned—page 39.....	56,195.55	
Miscellaneous income—less expenses—page 41.....	297,496.30	
Income from other sources.....		757,322.85
Total income.....		\$8,203,616.24
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$600,000.00	
Rents paid for lease of road—page 47, A.....	\$4,783,015.95	
Taxes.....	528,053.15	
Total deductions from income.....		\$5,911,069.10
Net income.....		\$2,292,547.14
Dividends, 5 per cent, preferred stock—page 17.....	\$1,250,000.00	
Total.....		1,250,000.00
Surplus from operations of year ending June 30, 1896.....		\$1,042,547.14
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		3,613,311.60
Deductions for year (see note, page 30).....		\$405,625.00
Surplus on June 30, 1896 (for entry on general balance sheet, page 51).....		\$4,250,233.74

(Page 30.)

EXPLANATORY REMARKS.

Interest on Duluth, Watertown & Pacific R'y bonds prior to July 1, 1894, paid by advances made by this company in anticipation of future repayments now charged off.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

PASSENGER.

	Actual Earnings.
Total passenger revenue.....	\$1,143,398.04
Mail.....	152,391.07
Express.....	66,449.62
Extra baggage and storage.....	22,318.76
Other items.....	32,847.36
Total passenger earnings.....	\$1,417,399.85

FREIGHT.

Total freight revenue.....	\$6,588,799.27
Other items.....	7,719.30
Total freight earnings.....	\$6,596,518.57
Total passenger and freight earnings.....	\$8,013,918.42

OTHER EARNINGS FROM OPERATION.

Switching charges—balance.....	\$202,393.56
Rents from tracks, yards and terminals—page 41.....	33,864.79
Rents not otherwise provided for.....	5,103.00
Total other earnings.....	\$241,361.35
Total gross earnings from operation—Minnesota.....	\$8,255,279.77
Total gross earnings from operation—entire line.....	\$15,345,274.16

(Page 34.)

EXPLANATORY REMARKS.

In computing earnings within the State of Minnesota, as shown on opposite page, the revenues from inter-state traffic have been divided upon the basis of miles hauled. The company does not admit the correctness of the present mode of division, but temporarily uses it for the purpose of making up its report to the Railroad and Warehouse Commission of said state in compliance with the wishes of said commission.

(Page 37.)

STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Eastern R'y of Minnesota.....	\$5,000,000.00	8	\$400,000.00	\$5,000,000.00
Montana Central R'y Co.....	5,000,000.00			5,000,000.00
Willmar & Sioux Falls R'y Co.....	1,500,000.00			1,500,000.00
Duluth, Watertown & Pacific R'y Co.....	730,000.00			730,000.00
Minneapolis Union R'y Co.....	500,000.00			500,000.00
St. Paul Union Depot Co.....	50,000.00	6	3,000.00	50,000.00
Minnesota Transfer Co.....	7,000.00			7,000.00
St. Paul, Minneapolis & Manitoba R'y Co....	5,600.00	6	336.00	5,600.00
Lake Superior Ter. & Trans. R'y Co.....	15,700.00			15,700.00
(See note 1, page 36.)	\$12,808,300.00			\$12,808,300.00
Other Railway Stocks Owned—				
Minneapolis Western R'y Co.....	\$250,000.00			\$250,000.00
Great Northern R'y Co.....	5,950.00	5	\$295.00	5,950.00
Butte, Anaconda & Pacific R'y.....	490,000.00			490,000.00
Total	\$745,950.00		\$403,631.00	\$745,950.00

B. Other Stocks.

Northern Steamship Co.....	\$1,500,000.00			\$1,500,000.00
Sand Coulee Coal Co.....	250,000.00			250,000.00
Climax Coal Co	149,000.00			149,000.00
St. Paul Foundry Co.....	75,000.00			75,000.00
Fort Benton Bridge Co.....	5,800.00			5,800.00
Total.....	\$1,979,800.00			\$1,979,800.00
Grand total, A and B.....	\$745,950.00		\$403,631.00	\$745,950.00

(Page 36.)

EXPLANATORY REMARKS.

The following stocks were acquired from St. Paul, Minneapolis & Manitoba R'y:

Railway stocks.....	\$12,808,300.00
Other stocks.....	1,979,800.00

Total.....\$14,788,100.00

The cost of this stock is carried in account "Cost of Properties and Securities."

(Page 39.)

BONDS OWNED.

A. Railway Bonds.

NAME.	Total Par Value.	Rate Per Cent.	Income or Interest Received.	Valuation.
Duluth, Watertown & Pacific Ry. Co.....	\$1,375,000.00			\$1,375,000.00
Minnesota Transfer Ry. Co.....	109,000.00		\$1,415.59	109,000.00
See note—page 38.....	\$1,484,000.00			\$1,484,000.00
Other Railway Bonds Owned—				
Minnesota Transfer Ry. Co.....	\$3,000.00		38.96	\$3,000.00
Butte, Anaconda & Pacific Ry. Co.....	1,000,000.00	5	50,000.00	900,000.00
St. P. M. & M. Ry. Co. Pacific extension bonds.....	£3,000,000			15,000,000.00
Total.....			\$51,454.55	\$15,903,000.00

B. Other Bonds.

Todd county.....	\$17,000.00	5	\$850.00	\$17,000.00
Town of Hutchinson.....	12,000.00	6	720.00	12,000.00
Town of Breckenridge.....	3,300.00	{ 7 on } \$2,300	161.00	3,300.00
Town of Minnesota Falls.....	2,000.00	6	120.00	2,000.00
Town of Sandness.....	2,000.00	6 (2 yrs)	240.00	2,000.00
County of Pipestone.....	30,000.00	6	1,800.00	30,000.00
See note 1—page 38.....	\$66,000.00			\$66,300.00
Town of Wadena.....	\$3,000.00	6	480.00	\$7,200.00
Town of Leaf River.....	2,000.00	6	120.00	1,800.00
Town of Straight River.....	1,000.00			900.00
Interest received on bonds sold during the year.....			250.00	
Total.....	\$11,000.00		\$4,741.00	\$9,900.00
Grand total—A and B.....			\$56,195.55	\$15,912,900.00

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EXPLANATORY REMARKS.

The following bonds were acquired from St. P. M. & M. Ry. Co.:

Railway bonds.....	\$1,484,000.00
Other bonds.....	66,300.00
Total.....	\$1,550,300.00

The cost of these bonds is carried in account—"Cost of Properties and Securities."

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Terminals.....	St. Paul, Minn.....	C. B. & N. Ry.....	\$19,999.92	.....
Terminals.....	Minneapolis Jct., Minn..	C. B. & N. Ry.	479.22	.....
Terminals.....	St. Paul, Minn.....	M. St. P. & S. S. M.....	4,800.00	.....
Terminals.....	St. Paul and Mpls., Minn.	E. Ry. of Minn.....	1,818.05	.....
Terminals.....	Minneapolis, Minn.....	Mpls. & St. Louis Ry.....	764.46	.....
Terminals.....	St. Anthony Park, Minn.	Minn. Belt Line Ry. & T. Co.	17.50	.....
Terminals.....	Great Falls, Mont.....	M. C. Ry.....	3,600.00	.....
Terminals.....	Neché, N. D.....	U. S. Government.....	135.00	.....
Terminals.....	St. Vincent, Minn.....	U. S. Government.....	81.00	.....
Terminals.....	Sundry.....	Sundry.....	6,404.65	.....
Total.....				\$37,599.80

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rent of lines leased.....	\$220,254.93
Bills receivable.....	50,175.82
Elevator "B" operation.....	3,244.40
Miscellaneous.....	23,821.14
Total.....	\$297,496.30

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$1,069,295.91
Renewals of rails.....	37,591.11
Renewals of ties	290,396.83
Repairs and renewals of bridges and culverts.....	216,359.12
Repairs and renewals of fences, road crossings, signs and cattle guards.....	26,205.58
Repairs and renewals of buildings and fixtures.....	112,278.67
Repairs and renewals of docks and wharves.....	215.20
Repairs and renewals of telegraph	23,640.06
Stationery and printing.....	1,048.66
Total.....	\$1,777,034.14

MAINTENANCE OF EQUIPMENT.

Superintendence.....	36,499.25
Repairs and renewals of locomotives.....	512,785.87
Repairs and renewals of passenger cars.....	166,984.08
Repairs and renewals of freight cars.....	450,105.25
Repairs and renewals of work cars.....	23,713.73
Repairs and renewals of shop machinery and tools.....	16,162.28
Stationery and printing.....	2,806.62
Other expenses.....	5,662.39
Total.....	\$1,214,719.47

CONDUCTING TRANSPORTATION.

Superintendence.....	\$162,843.73
Engine and roundhouse men.....	756,153.40
Fuel for locomotives.....	1,381,581.92
Water supply for locomotives.....	63,115.24
Oil, tallow and waste for locomotives.....	27,355.63
Other supplies for locomotives	17,993.33
Train service.....	575,500.01
Train supplies and expenses.....	111,740.26
Switchmen, flagmen and watchmen	163,522.93
Telegraph expenses.....	159,729.28
Station service.....	313,723.43
Station supplies.....	34,428.37
Switching charges—balance.....	8,142.81
Car mileage—balance	Cr. 1,229.32
Hire of equipment.....	2,413.85
Loss and damage.....	123,201.80
Injuries to persons.....	111,011.80
Clearing wrecks.....	19,311.43
Advertising.....	38,581.64
Outside agencies.....	163,700.06
Commissions.....	21,486.83
Stock yards and elevators.....	153.87
Rents for tracks, yards and terminals—page 47, B.....	224,272.34
Rents of buildings and other property.....	3,880.73
Stationery and printing.....	33,077.86
Other expenses.....	21,496.57
Total.....	\$4,536,411.30

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OPERATING EXPENSES—*Continued.*

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$68,724.90
Salaries of clerks and attendants.....	118,645.80
General office expenses and supplies.....	27,979.29
Insurance.....	42,563.69
Law expenses.....	49,755.94
Stationery and printing (general offices).....	17,824.75
Other expenses.....	45,291.59
Total.....	\$370,785.86

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$1,777,034.14
Maintenance of equipment.....	1,214,719.47
Conducting transportation.....	4,536,441.30
General expenses.....	370,785.86
Grand total.....	\$7,898,980.77
Percentage of expenses to earnings—entire line.....	51.47

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$665,930.40
Maintenance of equipment.....	554,038.69
Conducting transportation.....	2,179,269.69
General expenses.....	163,515.71
Total.....	\$3,562,754.49
Percentage of expenses to earnings—Minnesota.....	43.16

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
St. Paul, Minneapolis & Manitoba R'y...	\$3,486,834.29	\$1,200,000.00	\$6,031.66	\$4,692,865.95
Seattle & Montana R'y			75,000.00	75,000.00
Spokane & Seattle R'y			14,000.00	14,400.00
Oregon Railway & Navigation Co.....			750.00	750.00
Total rents, A	\$3,486,834.29	\$1,200,000.00	\$96,181.66	\$4,783,015.95

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks	Spokane, Wash	Oregon R'y & Nav. Co.....	\$406.30	.....
Tracks.....	Spokane, Wash.....	Spokane & Seattle R'y	254.71	.....
Tracks.....	Lowell to Everett Jct., Wash.	Everett & Monte Cristo R'y	7,365.60	.....
Tracks	Everett Jct. to Seattle, Wash.	Seattle & Montana R'y.....	53,588.41	.....
Total				\$61,615.02
Terminals.....	Minneapolis, Minn.....	Minneapolis Union R'y... ..	\$70,246.73	.....
Terminals.....	Minnesota Transfer, Minn...	Minnesota Transfer R'y.....	36,528.27	.....
Terminals.....	St. Paul, Minn.....	St. Paul Union Depot Co.....	17,538.34	.....
Terminals.....	Spokane, Wash.....	Spokane Union Depot Co.*...	38,343.98
Total				\$162,657.32
Grand total, B..				\$224,272.34

* See page 46.

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EXPLANATORY REMARKS.

The rental paid Spokane Union Depot Co. as terminals, includes 2.56 miles of track from O. R. & N. tracks to those of the Spokane & Seattle R'y Co. at Spokane, Wash.

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$15,333,477.81	Cost of properties and securities.....	\$15,378,315.74	.....	.....	\$15,162.07
2,493,351.71	Cost of equipment—page 29.....	2,632,878.42	.....	\$187,526.71	.....
1,095,950.00	Stocks owned—page 37.....	745,950.00	.....	.....	350,000.00
15,912,900.00	Bonds owned—page 39.....	15,912,900.00	.....	.....	.....
2,031,479.44	Other permanent investments.....	1,364,139.49	.....	.....	667,349.95
2,311,267.13	Additions and improvements to St. P. M. & M R'y.....	1,195,045.32	.....	.....	116,221.81
9,976,712.27	Advances account construction.....	10,496,670.08	.....	519,957.81	.....
8,709,361.79	Cash and current assets—page 23.....	8,561,522.17	.....	.....	147,839.62
605,692.02	OTHER ASSETS— Materials and supplies.....	789,220.45	.....	183,528.43	.....
\$51,532,192.17	Grand total.....	\$51,126,631.67	\$405,560.50

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$25,000,000.00	Capital stock—page 17.....	\$25,000,000.00	.....	.....	.....
15,000,000.00	Funded debt—page 23.....	15,000,000.00	.....	.....	.....
4,137,402.29	Current liabilities—page 23.....	2,789,136.10	.....	.....	\$1,348,266.29
200,000.00	Accrued interest on funded debt not yet payable.....	200,000.00	.....	.....	.....
232,907.44	Taxes not due.....	237,009.47	.....	\$34,102.03	.....
402,776.67	Rental not due.....	402,776.67	.....	.....	.....
1,059,125.61	Fund for permanent improvements and renewals.....	972,238.46	.....	.....	86,887.15
1,886,668.46	Surplus of fund ^a proprietary companies.....	2,245,237.23	.....	338,568.79	.....
3,613,311.60	Profit and loss—page 31 (or 33).....	4,250,233.74	636,922.14
\$51,532,192.17	Grand total.....	\$51,126,631.67	\$405,560.50

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1. Main track at Minneapolis Junction constructed, .03 miles; second track constructed, .67 miles.

8. Sold \$6,000 Todd county bonds.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with the Great Northern Express Co., whereby they do all express business on line operated by this company, the railway company receiving a percentage of earnings.

2. Mail routes established by the United States Government provided by law.

9. In November, 1879, for the purpose of encouraging the erection and operation at Anoka of a flouring mill, a contract was made with Washburn & Co. waiving any additional charge for the privilege of milling in transit at said mill, grain transported over the railroad operated by this company. The said contract was for a period of twenty years from date thereof.

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SECURITY FOR FUNDED DEBT—PAGE 23.

COLLATERAL TRUST BONDS—These bonds are secured by the mortgage and pledge of the St. Paul, Minneapolis & Manitoba Railway Company's Pacific extension bonds to the amount of £3,000,000. See page 39.

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
General officers.....	14	5,124	\$67,132.34	\$13.10
Other officers.....	38	10,842	96,033.96	8.86
General office clerks.....	275	100,680	187,688.43	1.86
Station agents.....	162	49,027	85,797.93	1.75
Other station men.....	255	74,551	113,318.02	1.52
Enginemen.....	135	41,434	159,107.75	3.84
Firemen.....	148	40,394	90,885.68	2.25
Conductors.....	146	25,504	81,866.48	3.21
Other trainmen.....	318	60,840	118,637.03	1.95
Machinists.....	153	46,252	121,180.90	2.62
Carpenters.....	107	41,076	86,260.45	2.10
Other shopmen.....	1,108	298,327	566,821.85	1.90
Section foremen.....	242	81,881	117,018.20	1.43
Other trackmen.....	2,402	236,526	290,926.66	1.23
Switchmen, flagmen and watchmen.....	211	50,143	107,305.22	2.14
Telegraph operators and dispatchers.....	99	27,578	51,571.26	1.87
All other employes and laborers.....	710	169,805	307,346.21	1.81
Total (including general officers) Minnesota	6,518	1,359,934	\$2,648,897.87	\$1.95
Less general officers.....	14	5,124	67,132.34	13.10
Total (excluding general officers) Minnesota.	6,504	1,354,810	\$2,581,765.53	\$1.91
DISTRIBUTION OF ABOVE:				
General administration.....	327	116,646	350,854.73	3.01
Maintenance of way and structures.....	2,751	359,433	494,205.31	1.37
Maintenance of equipment.....	1,256	344,579	688,002.25	2.00
Conducting transportation.....	2,184	539,276	1,115,835.58	2.07
Total (including general officers), Minnesota	6,518	1,359,934	\$2,648,897.87	\$1.95
Less general officers.....	14	5,124	67,132.34	13.10
Total (excluding general officers), Minnesota	6,504	1,354,810	\$2,581,765.53	\$1.91
Total (including general officers), entire line	12,725	2,562,731	4,898,542.28	1.91

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	910,624			
Number of passengers carried one mile.....	46,158,755			
Number of passengers carried one mile per mile of road	34,651			
Average distance carried.....	50.7			
Total passenger revenue—page 35.....		\$1,143,398.04		
Average amount received from each passenger.....			1.25	562
Average receipts per passenger per mile.....				.02.477
Total passenger earnings—page 35.....		1,417,399.85		
Passenger earnings per mile of road.....		1,064.05		
Passenger earnings per train mile.....		1.30	825	
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	3,274,641			
Number of tons carried one mile.....	641,349,041			
Number of tons carried one mile per mile of road.....	480,714			
Average distance haul of one ton.....	195.9			
Total freight revenue—page 35.....		6,588,799.27		
Average amount received for each ton of freight.....			2.01	207
Average receipts per ton per mile.....				.01.027
Total freight earnings—page 35.....		6,596,518.57		
Freight earnings per mile of road.....		4,952.04		
Freight earnings per train mile.....		2.82	461	
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		7,732,197.31		
Passenger and freight revenue per mile of road.....		5,804.53		
Passenger and freight earnings—page 35.....		8,013,918.42		
Passenger and freight earnings per mile of road.....		6,016.09		
Gross earnings from operation—page 35.....		8,255,279.77		
Gross earnings from operation per mile of road.....		6,197.29		
Gross earnings from operation per train mile.....		2.41	467	
Operating expenses—page 45.....		3,562,754.49		
Operating expenses per mile of road.....		2,674.58		
Operating expenses per train mile.....		1.04	210	
Income from operation—page 31.....		4,692,525.28		
Income from operation per mile of road.....		3,522.71		
TRAIN MILEAGE—				
Miles run by passenger trains.....	958,218			
Miles run by freight trains.....	1,959,733			
Miles run by mixed trains.....	500,856			
Total mileage trains earning revenue.....	3,418,807			
Miles run by switching trains	Cannot state.			
Miles run by construction and other trains.....	83,570			
Mileage of loaded freight cars—east.....	33,073,685			
Mileage of loaded freight cars—west.....	19,947,942			
Mileage of empty freight cars—east.....	2,292,602			
Mileage of empty freight cars—west.....	15,621,482			
Average number of freight cars in train.....	28.83			
Average number of loaded cars in train.....	21.55			
Average number of empty cars in train.....	7.28			
Average number of tons of freight in train.....	260.65			
Average number of tons of freight in each loaded car.....	12.10			

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Reve- nue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	1,239,978	
Number of passengers carried one mile.....	82,988,362	
Number of passengers carried one mile per mile of road.....	22,038	
Average distance carried.....	66.93	
Total passenger revenue—page 35.....		\$2,151,295.00
Average amount received from each passenger.....		1.73.495
Average receipts per passenger per mile.....		.02.592
Total passenger earnings—page 35.....		2,863,421.37
Passenger earnings per mile of road.....		760.40
Passenger earnings per train mile.....		1.12.865
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	3,537,824	
Number of tons carried one mile.....	1,194,222,577	
Number of tons carried one mile per mile of road.....	317,132	
Average distance haul of one ton.....	337.60	
Total freight revenue—page 35.....		12,170,275.74
Average amount received for each ton of freight.....		3.44.005
Average receipts per ton per mile.....		.01.019
Total freight earnings—page 35.....		12,180,801.05
Freight earnings per mile of road.....		3,234.67
Freight earnings per train mile.....		2.48.105
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		14,321,570.74
Passenger and freight revenue per mile of road.....		3,803.16
Passenger and freight earnings—page 35.....		15,044,222.42
Passenger and freight earnings per mile of road.....		3,995.07
Gross earnings from operation—page 35.....		15,345,274.16
Gross earnings from operation per mile of road.....		4,075.01
Gross earnings from operation per train mile.....		2.06.072
Operating expenses—page 45.....		7,898,980.77
Operating expenses per mile of road.....		2,097.61
Operating expenses per train mile.....		1.06.075
Income from operation—page 31.....		7,446,293.39
Income from operation per mile of road.....		1,977.40
TRAIN MILEAGE—		
Miles run by passenger trains.....	2,385,804	
Miles run by freight trains.....	4,455,834	
Miles run by mixed trains.....	604,930	
Total mileage trains earning revenue.....	7,446,568	
Miles run by switching trains, includes W. & S. F. and D., W. & P. R'y (see note, page 61 B).....	958,620	
Miles run by construction and other trains.....	330,783	
Grand total train mileage.....	8,735,971	
Mileage of loaded freight cars—east.....	66,159,775	
Mileage of loaded freight cars—west.....	40,098,562	
Mileage of empty freight cars—east.....	4,802,541	
Mileage of empty freight cars—west.....	30,810,264	
Average number of freight cars in train.....	28.03	
Average number of loaded cars in train.....	21.00	
Average number of empty cars in train.....	7.03	
Average number of tons of freight in train.....	236.98	
Average number of tons of freight in each loaded car.....	11.24	

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EXPLANATORY REMARKS.

An allowance of 75 miles per day of 12 hours is made for switch trains. The mileage shown for switch trains includes that upon the W. & S. F. and D., W. & P. R'y's.

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FREIGHT TRAFFIC MOVEMENT—ENTIRE LINE.*

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Received from Con- necting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Grain	See note 2,	page 62.	1,871,800	52.73
Flour.....			66,151	1.86
Other mill products.....			27,168	.77
Hay.....			38,045	1.07
Fruit and vegetables.....			31,559	.89
Other products of agriculture.....			103,742	2.92
Livestock.....			100,881	2.84
Dressed meats.....			2,459	.07
Other packing house products.....			7,572	.21
Poultry, game and fish.....			485	.01
Wool.....			7,362	.21
Hides and leather.....			3,286	.09
Anthracite coal.....			64,343	1.81
Bituminous coal.....			71,575	2.02
Coke.....			26,127	.74
Ores.....			15,982	.45
Stone, sand and other like articles.....			20,260	.57
Lumber.....			318,854	8.84
Other forest products.....			309,611	8.72
Petroleum and other oils.....			19,180	.54
Iron, pig and bloom.....			3,689	.10
Iron and steel rails.....			4,800	.13
Other castings and machinery.....			35,210	.99
Bar and sheet metal.....			109,310	3.08
Cement, brick and lime.....			38,962	1.10
Agricultural implements.....			22,172	.62
Wagons, carriages, tools, etc.....			5,319	.15
Wines, liquors and beers.....			20,453	.58
Household goods and furniture.....			9,518	.27
Other manufactures.....			30,189	.85
Merchandise.....			97,146	2.74
Miscellaneous—other commodities not mentioned above.....			71,759	2.03
Total tonnage—entire line.....			3,549,969	100.00

* See notes 1 and 2, page 62.

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EXPLANATORY REMARKS.

NOTE 1.—Cannot give freight traffic movements for Minnesota, therefore report for entire line is given.

NOTE 2.—Tonnage shown on page 63 includes that carried over the Willmar & Sioux Falls R'y and Duluth, Watertown & Pacific R'y.

NOTE 3.—Cannot give the freight traffic movements originating on this road and that received from other carriers.

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.		
			No.	Name.	No.	Name.	
Locomotives Owned and Leased—							
Passenger		108	{ 72	Westinghouse.....			
			{ 29	New York air.....			
Freight	9	230	{ 24	Westinghouse.....			
			{ 138	New York air.....			
			{ 3	Westinghouse.....			
Switching.....		41	{ 4	New York air.....			
			{ 9	American stand'd			
			{ 3	Eames vacuum.....			
Total locomotives in service.....	9	379	282				
Cars Owned and Leased, in Passenger Service—							
First class cars		125	{ 20	New York air.....	125	Vert. plane.	
			{ 105	Westinghouse.....			
Combination cars		24	{ 23	Westinghouse.....	23	Vert. plane.	
			{ 6	Westinghouse.....			
Dining cars.....		12	{ 6	New York air.....	12	Vert. plane.	
			{ 6	New York air.....			
Sleeping cars.....		46	{ 40	Westinghouse.....	46	Vert. plane.	
			{ 51	Westinghouse.....			
Baggage, express and postal cars.....	6	81	{ 26	New York air.....	77	Vert. plane.	
Other cars in passenger service.....		8	8	New York air.....	8	Vert. plane.	
Total.....	6	296	291		291		
In Freight Service—							
Box cars	252	7,889	2,696	New York air.....	2,979	Vert. plane.	
Flat cars and coal cars		1,577	622	New York air.....	494	Vert. plane.	
Stock cars.....	1	477			86	Vert. plane.	
Refrigerator cars.....		103	40	New York air.....	49	Vert. plane.	
Other cars in freight service.....		1,158	1,133	New York air.....	1,017	Vert. plane.	
Total.....	251	11,204	4,491		4,625		
In Company's Service—							
Officers' and pay cars.....		5	5	Westinghouse.....	5	Vert. plane.	
Gravel cars.....		364	364	New York air.....	207		
Derrick cars	1	36				Vert. plane.	
Caboose cars	1	193			2	Vert. plane.	
Other road cars.....	1	94	{ 2	New York air.....			
			{ 2	Westinghouse.....			
Boarding cars		40			2	Vert. plane.	
Total.....	1	732	373		216		
Total cars in service.....	258	12,232	5,155		5,132		
Total cars owned and leased.....	258	12,232	5,155		5,132		

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EXPLANATORY REMARKS.

The equipment listed on page 65 is leased from the St. P. M. & M. R'y, with the exception of the following, which are owned by this company:

Locomotives—Passenger, 22; freight, 58; switching, 1; total, 81.

Cars in Passenger Service—Sleeping cars, 10; dining cars, 6; baggage, mail and express cars, 13; other cars in passenger service, 8; total, 37.

Cars in Freight Service—Box cars, 329; refrigerator cars, 46; other cars in freight service, 762; total, 1,137.

Cars in Company's Service—Official car, 1; gravel cars, 350; derrick cars, 7; caboose cars, 44; boarding cars, 17; other cars, 32; total, 451.

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	8,719.57	.....	46.05	3,765.62	†.37	197.06	3,522.51
Miles of second track.....	28.52	.....	.....	28.52	.69	.....	28.52
Miles of third track.....	9.28	.....	.....	9.28	.....	.....	9.28
Miles of fourth track.....	9.29	.....	.....	9.29	.....	.....	9.29
Miles of yard track and sidings.....	487.66	.....	.....	487.66	12.14	*487.56	.....
Miles of fifth track.....	2.32	.....	.....	2.32	.....	.....	2.32
Miles of sixth track.....	1.44	.....	.....	1.44	.....	.....	1.44
Total mileage operated (all tracks).....	4,257.98	.....	45.05	4,304.03	12.46	*684.62	3,573.36

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
							Iron.	Steel.
Minnesota.....	1,332.08	.....	.....	1,332.08	.08	117.32	1,214.76
North Dakota.....	1,050.84	.....	.....	1,050.84	†.40	79.74	971.10
South Dakota.....	99.25	.....	.....	99.25	.....	.....	99.25
Montana.....	801.97	.....	.....	801.97	.....	.....	801.97
Idaho.....	82.70	.....	.....	82.70	.....	.....	82.70
Washington.....	352.73	.....	46.05	398.78	.....	.....	398.73
Total mileage operated (single track).....	3,719.57	.....	46.05	3,765.62	†.37	197.06	3,522.51

*Iron and steel. †Decrease.

MILEAGE—STATE OF MINNESOTA.

(Page 67, B.)

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1,332.08	.....	.....	1,332.08	.03	117.32	1,214.76
Miles of second track.....	28.52	.....	.....	28.52	.69	.....	28.52
Miles of third track.....	9.28	.....	.....	9.28	.....	.....	9.28
Miles of fourth track.....	9.29	.....	.....	9.29	.....	.....	9.29
Miles of yard track and sidings.....	261.56	.....	.....	261.56	6.92	*261.56	.....
Miles of fifth track.....	2.32	.....	.....	2.32	.....	.....	2.32
Miles of sixth track.....	1.44	.....	.....	1.44	.....	.....	1.44
Total mileage operated (all tracks).....	1,644.49	.....	.....	1,644.49	7.64	*261.56	1,265.61

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OF MINNESOTA—	.....	.....	.....	1,332.08	.....	.....	1,332.08	.....	117.32	1,214.76
Minnesota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track)....	.....	.....	.....	1,332.08	.....	.....	1,332.08	.....	117.32	1,214.76

* Iron and steel.

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.	KIND.	Number.	Average Price at Distributing Point.
Steel.....	3,2080	80	24.85	Hard.....	112,255	\$0.34.38
Steel.....	828,683	75		Pine, tamarack and cedar.....	272,531	.31.15
Steel.....	3,556	68		Other.....	28,088	.39.19
Steel.....	164,220	60				
Steel.....	.1045	56				
Steel.....	.400	50				
Total steel..	1,000,504			Total.....	412,874	

CONSUMPTION OF FUEL BY LOCOMOTIVES.—ENTIRE LINE.*

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Hard.	Total Fuel Consumed, Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	91,427	2,671	93,207.67	2,474,900	75.32
Freight.....	383,588	8,213	389,063.33	6,549,140	118.81
Switching.....	28,962	1,298	29,827.33	964,970	61.82
Construction—see note 2, page 68.....					
Total.....	503,977	12,182	512,098.33	9,989,010	102.53
Average cost at distributing point.....	\$2.92	\$1.62			

*See notes, page 68. Includes W. & S. F. and D., W. & P. Rys.

(Page 68.)

EXPLANATORY REMARKS.

NOTE 1.—Cannot give consumption of fuel for Minnesota, therefore have given report for entire line.

NOTE 2.—Fuel consumed by locomotives in construction service is included with that of freight, as engines of that class were used temporarily for construction service but no record of the fuel consumed while so diverted was kept.

(Page 71.)

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen & Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....		6		2				8
Falling from trains and engines...		3	1	1	1	2	2	6
Collisions.....	4	4				4	4	8
At stations.....					1		1	
Other causes.....	2	2			2	6	4	8
Total	6	15	1	3	4	12	11	30

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions	1	19						
Derailments		6			1	1	1	1
At highway crossings				2	4		4	2
Other causes	1		12	3	1	2	13	5
Total	2	25	12	5	6	3	18	8

(Page 70.)

EXPLANATORY REMARKS.

Other Cause—

Trainmen Killed.—Oct. 4th, A. Guthrie, brakeman, Bridgman; stepped in front of engine and was run over and killed. Nov. 26th, Chas. F. Cowley, brakeman, St. Cloud; kicking cars, using a pole, the pole broke and struck him in the chest, causing injuries from which he died.

Trainmen Injured.—Sept. 29th, J. L. Thompson, brakeman, Glyndon; looking for hot boxes, fell off the bridge and fractured both wrists. Nov. 28th, J. L. Canning, brakeman, Milaca; climbing down side of car was struck by a stock chute, fracturing a rib.

Other Employees Killed.—Dec. 3d, Stephen Kane, laborer, St. Paul; holding tongue of truck on which iron plates were being loaded, the tongue flew up and struck him in the face and chest, causing injuries from which he died about two months later. Dec. 30th, W. C. Gray, section hand, St. Cloud; trying to get hand car out of the way of an approaching train, was run over and killed.

Other Employees Injured.—July 10th, Thos. O'Neill, foreman, Zimmerman; engine with cable attached was coming round curve when the cable flew out and struck him, teeth knocked out and jaw injured. Aug. 28th, J. Swanson, laborer, Crystal Lake; bank caved in on him, hurting his arms and leg. Oct. 2d, A. Rudin, car repairer, St. Cloud; jacking up a car when the draw bar fell on him, fracturing his leg. Feb. 26th, Frank Vogel, car repairer, St. Paul; struck by an engine backing up, fracturing his left leg. April 11th, Ludwig Collignon, machinist, St. Paul; handling a car wheel, it fell on him, fracturing his right leg. June 4th, J. C. Hendrickson, laborer, Atwater; on train unloading ties, sudden jar threw him on a tie, producing internal injuries.

Passengers Killed.—Aug. 30th, Nancy Kilgore, Paynesville; standing on platform of coach, slack of train ran up, throwing her under wheels, killing her.

Trespassers Killed.—Aug. 3d, August Olson, Pipestone; stealing a ride, fell under wheels and had both legs cut off, died Aug. 30th. Sept. 24th, E. C. Keogh, Rothsay; was killed while trying to cross in front of an approaching train. Sept. 28th, John Boyd, Becker; tramp killed while trying to board a train. Oct. 8th, Oswald Brown, Crookston; tramp supposed to have got on draw bars to steal a ride, cars came together, killing him instantly. Nov. 14th, Willis G. Pilham, Graeville; stealing a ride on draw bars, fell off and was run over and killed. Nov. 23th, John Riley, Glyndon; tramp riding between engine and car, fell asleep and fell off, being run over and killed. Dec. 4th, unknown man, Haven; was struck and killed by train while walking on the track. Feb. 2d, Wm. McLaren, Carman; stealing a ride and in jumping off he fell under wheels and was fatally injured. June 8th, Geo. W. Upham, Elk River; walking close to track was hit by train and injured so that he died. June 30th, Olf, Bragstad, Ada; stealing a ride, fell under wheels and had both legs cut off, from which injuries he died. June 27th, M. G. Carter, Carlisle; walking over bridge was hit by engine and hurt so that he died. May 28th, Joseph Blair, Clear Lake; found lying on track with both legs cut off, died later.

Trespassers Injured.—July 8th, A. Lederholm, Minneapolis; tramp stealing ride, fell under wheels and had a foot crushed. July 25th, J. Hedstrom, Willmar; tramp stealing ride, fell and had foot cut off at instep. Nov. 2d, Alva Hasbrook, Benson; stealing a ride, in trying to get off he fell and had one foot cut off.

Not Trespassers Killed.—Nov. 6th, Henry Munsinger, St. Cloud; deaf old man, did not hear signals from engine and was struck, died from his injuries Nov. 29th.

Not Trespassers Injured.—Aug. 29th, M. Fleishhacker, Cold Spring; deaf and dumb man driving across track was struck, fracturing one rib. Nov. 30th, Emil Liedholm, Litchfield; loading grain in car, was hit by tank spout and badly hurt.

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Cannot give this.

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

See report of St. P. M. & M. R'y.

(Page 77.)

CAR MILEAGE.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned
for Use by Lease.

NAME OF OWNER.	Description.	RATE, CENTS.			Amount.
		6-10.	3-4.	1.	
Armour Car Lines.....	Box and refr.....	\$113.04	\$1,518.38	\$2,036.15	\$3,667.57
Armour Tank Line.....	Tank.....	354.79			354.79
American Brewing Co. Refgr. Line.....	Refrigerator.....			21.46	21.46
American Refrigerator Transit Co.....	Refrigerator.....		195.30		195.30
Arms Palace Horse Car Co.....	Stock.....	66.10			66.10
American Cereal Co. Dispatch.....	Box.....	140.86			140.86
Anglo-American Refrigerator Car Co.....	Refrigerator.....			10.72	10.72
Burton Stock Car Co.....	Stock.....	25.48			25.48
Canda Cattle Car Co.....	Stock.....	38,481.28			38,481.28
California Fruit Trans. Co.....	Refrigerator.....		113.50		113.50
Cupples & Co., Samuel.....	Box.....	26.46			26.46
Cudahy Refrigerator Line.....	Refrigerator.....			380.99	380.99
Chappell Chemical Co.....	Tank.....	540.84			540.84
Continental Fruit Express.....	Refrigerator.....		40.92		40.92
Chicago Refrigerator Car Line.....	Refrigerator.....		7.24		7.24
Cedar Rapids Refrigerator Express.....	Refrigerator.....			9.90	9.90
Chicago, N. Y. & B. Trans. Co.....	Refrigerator.....		69.47		69.47
Cottolene Refrigerator Line.....	Refrigerator.....		32.94		32.94
Commerce Dispatch Line.....	Box.....	26.64			26.64
Central Equipment Co.....	Box.....	4.59			4.59
Dold Refrigerator Car Line, Jacob.....	Refrigerator.....			163.35	163.35
Ellsworth & Co., J. W.....	Box.....	22.69			22.69
Goodell Refrigerator Line.....	Refrigerator.....		2.35		2.35
Hicks' Stock Car Co.....	Stock.....	39.24			39.24
Havens & Co., C. B.....	Box.....	75.95			75.95
Hammond Refrigerator Line.....	Refrigerator.....			107.32	107.32
International Fruit Dealers' Express.....	Refrigerator.....		8.89		8.89
Keystone Palace Horse Car Co.....	Stock.....	22.11			22.11
Kansas City Dressed Beef Line.....	Refrigerator.....			259.99	259.99
Kengan Refrigerator Line.....	Refrigerator.....		4.17		4.17
Lipton Refrigerator Line.....	Refrigerator.....		13.54		13.54
Laurel Hill Car & Coal Co.....	Box.....	2.06			2.06
Mann Bros.....	Box.....	21.68			21.68
Morrell Refrigerator Car Line.....	Refrigerator.....		.74		.74
Mather Horse & Stock Car Co.....	Stock.....	14.50			14.50
National Rolling Stock Co.....	Box.....	62.61			62.61
New England Car Co.....	Box.....	4.48			4.48
Overland Fruit Dispatch.....	Refrigerator.....		4.73		4.73
Peavey Grain Line.....	Box.....	16.20			16.20
Provision Dealers' Dispatch.....	Refrigerator.....		5.86		5.86
Rend & Co., W. P.....	Box.....	.66			.66
Street's Stable Car Co.....	Stock.....	2,917.67			2,917.67
St. Louis Refrigerator Car Line.....	Refrigerator.....			1,989.47	1,989.47
St. Charles Car Co.....	Box.....	171.16			171.16
Swift Refrigerator Car Line.....	Refrigerator.....			58.53	58.53
S. W. Millers' Dispatch.....	Box.....	16.10			16.10
St. Paul Refrigerator Car Line.....	Refrigerator.....		105.87		105.87
Union Refgr. Transportation Co.....	Box and tank.....		5,435.29		5,435.29
Union Tank Line.....	Refrigerator.....		12.07		12.07
White Star Transportation Co.....	Refrigerator.....		49.07		49.07
Western Meat Refrigerator Exp. Co.....	Refrigerator.....				
Total.....		\$43,166.99	\$7,620.13	\$8,869.18	\$59,656.30

Minneapolis Eastern Railway Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? Minneapolis Eastern Railway Co.
2. Date of organization? June 18, 1878.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Chapter 34, General Statutes of Minnesota, 1878.

(Page 2.)

EXPLANATORY REMARKS.

The information given in this report is necessarily very incomplete, as this company is only a local switching line in the city of Minneapolis. Its business is merely transferring cars from one railroad to another, or from a railroad to an industry. The way-bills showing the contents of these cars never reach our hands, and we have no possible way of, or interest in, knowing what the contents of the cars are. Our switching tariff is based on a loaded car, regardless of what the contents are.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Roswell Miller.....	Chicago, Ill.....	} Directors elected June 8, 1896, for one year, and hold over for want of any subsequent election
W. A. Scott.....	St. Paul, Minn.....	
H. R. Williams.....	Minneapolis, Minn..	
J. A. Chandler	St. Paul, Minn.....	
Thos. Wilson.....	St. Paul, Minn.....	
J. T. Clark.....	St. Paul, Minn.....	
E. W. Winter.....	St. Paul, Minn.....	
W. H. Norris.....	Minneapolis, Minn..	
J. S. Pillsbury.....	Minneapolis, Minn..	

Total number of stockholders at date of last election? Eleven.
 Date of last meeting of stockholders for election of directors? June 8, 1896.
 Give postoffice address of general office? Minneapolis, Minn.
 Give postoffice address of operating office? Minneapolis, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President	Jno. S. Pillsbury...	Minneapolis, Minn.
Vice president..	Roswell Miller	Chicago, Ill.
Secretary.....	H. R. Williams.....	Minneapolis, Minn.
Treasurer.....	H. R. Williams.....	Minneapolis, Minn.
Attorney.....	W. H. Norris.....	Minneapolis, Minn.
Auditor.....	L. A. Robinson.....	St. Paul, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which are Included in the Income Account—Page 31.

In giving roads below observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for each Rd Named.	Miles of Line for each Class of Rds Named.
	From.	To.		
Minneapolis Eastern Railway.....	Main Line in Minnesota.....		1.13	1.13
Total.....				1.13

(Page 8.)

EXPLANATORY REMARKS.

The total mileage of main line is 2.94 miles. Of this amount 1.81 miles, situated in East Minneapolis, is not operated, leaving 1.13 miles of operated main line.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock.....	10,000	\$100.00	\$1,000,000	\$30,000	.....	.....
Total.....	10,000	\$100.00	\$1,000,000	\$30,000	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....	300	\$30,000.00
Total.....	300	\$30,000.00

FUNDED DEBT.

(Page 19.)

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Per Ct.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Amount Accrued dur- ing Year.	Amount Paid during Year.
First mortgage.....	Jan. 1, 1879	Jan. 1, 1909	\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00	7	Jan. 1 & July 1	\$10,500.00	\$25,200.00
Total.....	.....	.....	\$150,000.00	\$150,000.00	\$150,000.00	\$120,000.00	...	.....	\$10,500.00	\$25,200.00

(Page 23.)

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$150,000.00	\$150,000.00	\$10,500.00	\$25,200.00
Total.....	\$150,000.00	\$150,000.00	\$10,500.00	\$25,200.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$1,273.51	Audited vouchers and accounts.....	\$2,062.00
Due from solvent companies and individuals.....	4,023.00	Wages and salaries.....	1,131.71
Net traffic balances due from other companies.....	639.00	Matured interest coupons unpaid (including coupons due July 1)...	118,300.00
Total cash and current assets.....	\$5,935.51	Total current liabilities.....	\$121,493.71
Balance current liabilities.....	115,558.20	Balance cash assets.....	.....
Total.....	\$121,493.71	Total.....	\$121,493.71

Materials and supplies on hand, \$493.93. (See general balance sheet—page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$30,000.00	\$30,000.00	.....	2.94	\$10,204
Bonds—page 19 (grand total).....	156,000.00	150,000.00	.....	2.94	51,020
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total.....	\$180,000.00	\$180,000.00	.....	2.94	\$61,224

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Minneapolis Eastern Ry. Co.....	\$30,000.00	\$150,000.00	\$180,000.00	2.94	\$61,224
Total.....	\$30,000.00	\$150,000.00	\$180,000.00	2.94	\$61,224

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
CONSTRUCTION—				
Right of way.....		\$87,492.01	\$37,492.01	\$29,759.19
Grading and bridge and culvert masonry.....		20,848.60	20,848.60	7,091.36
Bridges and trestles.....		53,049.70	53,049.70	18,044.12
Rails.....		20,887.87	20,887.87	7,104.72
Ties.....		4,618.39	4,618.39	1,570.88
Buildings, furniture and fixtures.....		2,679.45	2,679.45	911.38
Engineering expenses.....		4,299.47	4,299.47	1,462.40
Interest during construction.....		5,109.69	5,109.69	1,737.99
Discount on securities sold for con- struction.....		30,000.00	30,000.00	10,204.08
Sidings and yard extensions.....		2,869.80	2,869.80	976.12
Other items.....		17,185.13	17,185.13	5,845.28
Total construction.....		\$249,040.11	\$249,040.11	\$84,707.52
EQUIPMENT—				
Locomotives.....		14,535.67	14,534.67	4,943.77
Other cars of all classes.....		44.00	44.00	14.96
Total equipment.....		\$14,578.67	\$14,578.67	\$4,953.73
Grand total cost.....		263,618.78	263,618.78	89,666.25
Total cost—State of Minnesota.....		263,618.78	263,618.78	89,666.25

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$54,924.00	
Less operating expenses—page 45.....	27,530.52	
Income from operation.....		\$27,393.48
Total income.....		\$27,393.48
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$10,500.00	
Taxes.....	1,545.72	
Total deductions from income.....		12,045.72
Net income.....		\$15,347.76
Surplus from operations of year ending June 30, 1896.....		\$15,347.76
Deficit on June 30, 1895 (from general balance sheet, 1895 report).....		46,791.25
Deficit on June 30, 1896 (for entry on general balance sheet, page 49).....		\$31,443.49

(Page 35.) EARNINGS FROM OPERATION—STATE OF MINNESOTA.

OTHER EARNINGS FROM OPERATION.		Actual
		Earnings.
Switching charges—balance.....		\$54,924.00
Total other earnings.....		\$54,924.00
Total gross earnings from operation—Minnesota.....		\$54,924.00
Total gross earnings from operation—entire line.....		54,924.00

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.		Amount.
Repairs of roadway.....		\$2,789.15
Renewals of rails.....		490.20
Renewals of ties.....		198.77
Repairs and renewals of bridges and culverts.....		459.45
Repairs and renewals of buildings and fixtures.....		59.39
Total.....		\$3,996.96

MAINTENANCE OF EQUIPMENT.

Repairs and renewals of locomotives.....	1,598.92
Repairs and renewals of freight cars.....	902.24
Total.....	\$2,501.16

CONDUCTING TRANSPORTATION.

Engine and roundhouse men.....	3,491.36
Fuel for locomotives.....	6,886.42
Water supply for locomotives.....	50.00
Oil, tallow and waste for locomotives.....	218.08
Other supplies for locomotives.....	145.78
Train supplies and expenses.....	7.01
Switchmen, flagmen and watchmen.....	5,454.98
Hire of equipment.....	569.60
Loss and damage.....	33.37
Injuries to persons.....	1,313.67
Total.....	\$18,170.27

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.		Amount.
Salaries of clerks and attendants.....		\$2,050.00
General office expenses and supplies.....		475.52
Law expenses.....		249.96
Stationery and printing (general offices).....		86.65
Total.....		\$2,862.13

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$3,996.96
Maintenance of equipment.....	2,501.16
Conducting transportation.....	18,170.27
General expenses.....	2,862.13
Grand total.....	\$27,530.52
Percentage of expenses to earnings—entire line.....	50.12

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$3,996.96
Maintenance of equipment.....	2,501.16
Conducting transportation.....	18,170.27
General expenses.....	2,862.13
Total.....	\$27,530.52
Percentage of expenses to earnings—Minnesota.....	50.12

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$249,040.11	Cost of road—page 29.....	\$249,040.11	.....	.....	.....
14,578.67	Cost of equipment—page 29.....	14,578.67	.....	.....	.....
.....	Stocks owned—page 37.....	.....	.....	.....	.....
.....	Bonds owned—page 39.....	.....	.....	.....	.....
4,664.93	Cash and current assets—page 23.....	5,935.51	.....	\$1,270.58	.....
.....	OTHER ASSETS.....	.....	.....	.....	.....
360.30	Materials and supplies.....	495.93	.....	135.63	.....
46,791.25	Profit and loss—page 31 (or 33).....	31,443.49	.....	.....	\$15,347.76
.....	Grand total.....	.....	\$301,493.71	.....	\$13,941.55
.....	\$315,435.26	.....	.....	.....	.....	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$30,000.00	Capital stock—page 17.....	\$30,000.00	.....	.....	.....
150,000.00	Funded debt—page 23.....	150,000.00	.....	.....	.....
135,435.26	Current liabilities—page 23.....	121,493.71	.....	.....	\$13,941.55
.....	Grand total.....	.....	\$301,493.71	.....	\$13,941.55
.....	\$315,435.26	.....	.....	.....	.....	.....

SECURITY FOR FUNDED DEBT—PAGE 23.

(Page 57.)

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From.	To.			
First mortgage bonds.....	Minneapolis Union R'y.....	C. M. & St. P. R'y.....	.57	\$51,020	Whole Road and Equipment Mortgaged.
	Minneapolis Union R'y.....	Palisade Mill.....	.56	51,020	
	Minneapolis Union R'y.....	Pillsbury "A" Mill—alley line....	1.18	51,020	
	Minneapolis Union R'y.....	Pillsbury "A" Mill—Main st. line.	.63	51,020	
Total..	.....	.....	2.94	\$51,020	

(Page 59.) EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General office clerks.....	3	939	\$2,050.00	\$2.18
Enginemmen.....	3	853	2,386.97	2.80
Firemen.....	2	626	1,104.39	2.10
Section foremen.....	1	313	600.00	1.92
Other trackmen.....	3	735	808.55	1.10
Switchmen, flagmen and watchmen	7	2,173	5,454.98	2.51
All other employes and laborers.....	1	313	600.00	1.92
Total (including general officers) Minnesota	20	5,852	\$13,004.89	\$2.22
Total (excluding general officers) Minnesota	20	5,852	\$13,004.89	\$2.22
DISTRIBUTION OF ABOVE—				
General administration.....	3	939	\$2,050.00	\$2.18
Maintenance of way and structures.....	4	1,048	1,408.55	1.34
Conducting transportation.....	13	3,865	9,546.34	2.47
Total (including general officers) Minnesota	20	5,852	\$13,004.89	\$2.22
Total (excluding general officers) Minnesota	20	5,852	\$13,004.89	\$2.22
Total (including general officers) entire line	20	5,852	\$13,004.89	\$2.22

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF MINNESOTA.

PASSENGER AND FREIGHT.

Gross earnings from operation—page 35.....	\$54,924.00
Gross earnings from operation per mile of road.....	48,605.31
Operating expenses—page 45.....	27,530.52
Operating expenses per mile of road.....	24,363.29
Income from operation—page 31.....	27,393.48
Income from operation per mile of road.....	24,242.02

(Page 61.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

PASSENGER AND FREIGHT.

Gross earnings from operation—page 35.....	\$54,924.00
Gross earnings from operation per mile of road.....	48,605.31
Operating expenses—page 45.....	27,530.52
Operating expenses per mile of road.....	24,363.29
Income from operation—page 31.....	27,393.48
Income from operation per mile of road	24,242.02

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

See explanatory remarks on page 2.

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Add- ed during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives, Owned and Leased—						
Switching.....	2	1	Westinghouse Air..	.....	.....
Total locomotives in service.	2	1	Westinghouse Air..
Total locomotives owned	2	1	Westinghouse Air..

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Miles of yard track and sidings.....	1.26	.....	.....	.....	.....	.....	1.26	.....	.....	1.26
Total mileage operated (all tracks).....	2.39	.....	.....	.....	.....	.....	2.39	.....	.....	2.39

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY —	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Minnesota.....	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Total mileage operated (single track).....	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	2.94	.....	2.94	.....	.....	2.94
Total mileage owned (single track).....	2.94	.....	2.94	.....	.....	2.94

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Con- tract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Miles of yard track and sidings.....	1.26	.....	.....	.....	.....	.....	1.26	.....	.....	1.26
Total mileage operated (all tracks).....	2.39	.....	.....	.....	.....	.....	2.39	.....	.....	2.39

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OF MINNESOTA—	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Minnesota.....	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13
Total mileage operated (single track).....	1.13	.....	.....	.....	.....	.....	1.13	.....	.....	1.13

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	2.94	2.94	2.94
Total mileage owned (single track).....	2.94	2.94	2.94

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard, Pounds.	Av'ge Price Per Ton at Distributing Point.	Kind.	Number.	Av. Price at Distributing Point.
Steel.....	20,897 2240	60	\$24.03	No. 2 oak cross ties.....	300	\$0.46 $\frac{1}{2}$
				White oak switch ties.....	60	.98 $\frac{3}{4}$
Total....	20,897 2240	60	\$24.03	Total	360	\$0.55 $\frac{1}{4}$

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	COAL, TONS.		Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
	Anthracite.	Bituminous.			
Switching.....	1,197	90,42	1,287.42	Cannot	give.
Total	1,197	90,42	1,287.42	.....	.....
Average cost at distributing point.....	\$5.50	\$3.35	\$5.35	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	Passengers.		OTHERS.					
			Trespassing		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd
Other causes.....	1	1	1	1
Total.....	1	1	1	1

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EXPLANATORY REMARKS.

Other Causes.—Oct. 29, 1895, a young lady was killed while walking along east bound track and crossing over on west bound track in front of moving train. She had crossed over safely, but seeing her aged father in danger, attempted to assist him, and she was struck by car and run over. Accident was result of her own carelessness. John Erickson, an employe of Consolidated Milling Co., while loading car with flour, Sept. 19, 1895, remained in car which was partly loaded, while car was being switched, and after car had been detached from engine it was discovered that the brake chain had been broken by unknown parties, and there being no way to stop car until it struck bumping post, the force of which knocked down some of the barrels, striking Erickson on right arm, fracturing one of the bones.

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From.	To.	Miles.	Number of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.
MAIN LINE—					
Minneapolis Union R'y.....	C. M. & St. P. R'y.....	.57	7	.29	.28
Minneapolis Union R'y.....	Palisade Mill.....	.56	6	.40	.16
Total main line		1.13	13	.69	.44
EAST MINNEAPOLIS LINE—					
Minneapolis Union R'y.....	Pillsbury "A" Mill, alley line...	1.18	.....	.32	.86
Minneapolis Union R'y.....	Pillsbury "A" Mill, Main st. line	.6319	.53
Total East Minneapolis line		1.8142	1.39
Grand total		2.94	.13	1.11	1.83

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Low't above Surface of Rail, Feet. In.
BRIDGES—							
Iron.....	1	314	.....	.....	Overhead Highway Crossings—		
Total.....	1	314	.....	.....	Bridges.....	1	17 03
					Trestles.....	1	17 10
					Total.....	2	.....
Trestles.....	1	1,130	.....	.....	

Gauge of track, 4 feet, 8½ inches. 2.94 miles.

Minneapolis & St. Louis Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Minneapolis & St. Louis Railroad Company.

2. Date of organization? Nov. 1, 1894.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Minneapolis & St. Louis Railway Company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
R. B. Hartshorne.....	New York City.....	July 24, 1896
August Belmont.....	New York City.....	October, 1896
W. A. Read.....	New York City.....	October, 1896
F. H. Davis.....	New York City.....	October, 1897
J. E. Searles.....	New York City.....	October, 1897
W. L. Bull.....	New York City.....	October, 1897
E. Hawley	New York City.....	October, 1898
F. E. Palmer.....	New York City.....	October, 1898
Wm. Strauss	New York City.....	October, 1898

Total number of stockholders at date of last election? 337.

Date of last meeting of stockholders for election of directors? First Tuesday in October, 1895.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	Wm. L. Bull.....	New York, N. Y.
Vice president.....	Edwin Hawley.....	New York, N. Y.
Secretary.....	Jos. Gaskell.....	Minneapolis, Minn.
Treasurer.....	R. B. Hartshorne.....	New York, N. Y.
General solicitor.....	A. E. Clarke.....	Minneapolis, Minn.
General counsel.....	Wm. Strauss.....	New York, N. Y.
Auditor.....	O. C. Post.....	Minneapolis, Minn.
General manager.....	A. L. Mohler.....	Minneapolis, Minn.
Chief engineer.....	Wm. Crooks.....	Minneapolis, Minn.
General superintendent.....	T. E. Clarke.....	Minneapolis, Minn.
Division superintendent.....	H. S. Holm.....	Fort Dodge, Iowa.
Superintendent of telegraph.....	W. F. Fox.....	Minneapolis, Minn.
General freight agent.....	W. M. Hopkins.....	Minneapolis, Minn.
Asst. general freight agent.....	R. G. Brown.....	Minneapolis, Minn.
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
1. a The Minneapolis & St. Louis R. R. Co.....	Minneapolis.....	Iowa State Line.....	121.67	121.67
b The Minneapolis & St. Louis R. R. Co.....	Hopkins.....	Morton.....	92.87	.....
b The Minneapolis & St. Louis R. R. Co.....	Manitou Jct.....	Tonka Bay.....	1.45	94.32
4. St. Paul & Northern Pacific R. R. Co.....	St. Paul.....	Minneapolis.....	11.00	11.00
Total.....	226.99	226.99

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PROPERTY OPERATED.

1. a The Minneapolis & St. Louis R. R. Co.....	Minneapolis, Minn.....	Angus, Iowa.....	261.64	261.64
b The Minneapolis & St. Louis R. R. Co.....	Hopkins, Minn.....	Morton, Minn.....	92.87	} 97.12
b The Minneapolis & St. Louis R. R. Co.....	Manitou Jct., Minn.....	Tonka Bay, Minn.....	1.45	
b The Minneapolis & St. Louis R. R. Co.....	Kalo Jct., Iowa.....	Kalo, Iowa.....	2.80	
4. St. Paul & Northern Pacific R. R. Co.....	St. Paul, Minn.....	Minneapolis, Minn.....	11.00	11.00
Total.....	369.76	369.76

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PROPERTY OPERATED—Continued.

Name of All Coal, Bridge, Canal or Other Properties, the Earnings and Expenses
of Which Affect the General Balance Sheet—Pages 49 and 51.

NAME.	Character of Business.	Title. (Owned, Leased, Etc.)	State or Territory.
Lake Park Hotel, Lake Minnetonka.....	Summer Resort.....	One-half interest owned.	Minnesota.

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock, common.....	60,000	\$100.00	\$6,000,000	\$6,000,000	.....	.....
Capital stock, 1st preferred...	25,000	100.00	2,500,000	2,500,000	5	\$125,000.00
Capital stock, 2d preferred...	40,000	100.00	4,000,000	4,000,000	3	120,000.00
Total	125,000	\$100.00	\$12,500,000	\$12,500,000	\$245,000.00

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.*	Rate, Per Ct.	When Payable.	INTEREST.	
	Date of Issue.	When Due.							Am't Acrd'd during Yr.	Am't Paid during Yr.
Mortgage bonds (S. W.).....	Dec. 1, 1880	Dec. 1, 1910	\$636,000	636,000	\$636,000	.....	7	{ June, } { Dec. }	\$44,520	\$44,520
Mortgage bonds (M. M. J.).....	Jan. 1, 1877	Jan. 1, 1907	455,000	455,000	455,000	.....	7	{ Jan., } { July, }	31,850	31,850
Mortgage bonds (Pac. Ext.).....	Apr. 1, 1881	Apr. 1, 1921	6,000,000	1,382,000	1,382,000	.....	6	{ April, } { Oct. }	82,920	82,920
Mortgage bonds (M. D.).....	Jan. 1, 1877	Jan. 1, 1907	280,000	280,000	280,000	.....	7	{ May, } { Nov. }	19,600	19,600
Mortgage bonds (M. J. A. L.).....	Feb. 1, 1877	June 1, 1927	1,100,000	1,100,000	950,000	.....	7	{ June, } { Dec. }	66,500	66,500
Mortgage bonds (Ia. Ext.).....	June 2, 1879	June 1, 1909	1,100,000	1,015,000	1,015,000	.....	7	{ Dec. }	71,050	71,050
Mortgage bonds (1st Con.).....	Nov. 2, 1894	Nov. 1, 1934	10,000,000	5,282,000	5,282,000	.....	5	{ May, } { Nov. }	264,100	264,100
Total mortgage bonds.....	.....	.....	\$19,571,000	\$10,150,000	\$10,000,000	.....	.....	.....	\$580,540	\$580,540
Grand total.....	\$19,571,000	\$10,150,000	\$10,000,000	\$580,540	\$580,540

* This information is not in our possession.

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EXPLANATORY REMARKS.

Of the \$5,282,000 first consolidated 5 per cent bonds issued, \$5,000,000 were sold for cash at .90, realizing \$4,500,000. The balance, \$282,000, have not been sold, being held in the treasury of the company.

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RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....				
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....	\$10, 150, 000.00	\$10, 000, 000.00	\$580, 540.00	\$580, 540.00
Equipment trust obligations—page 21.....				
Total.....	\$10, 150, 000.00	\$10, 000, 000.00	\$580, 540.00	\$580, 540.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$100, 946.83	Audited vouchers and accounts.....	\$75, 875.30
Due from agents.....	50, 727.79	Wages and salaries.....	73, 513.67
Due from solvent companies and individuals.....	234, 232.25	Net traffic balances due to other companies.....	38, 603.96
Other cash assets (excluding materials and supplies).....	1, 787.07	Miscellaneous.....	87, 999.86
Total Cash and current assets.....	\$387, 693.94	Total current liabilities.....	\$270, 998.28
Total.....	\$387, 693.94	Balance cash assets.....	116, 695.66
		Total.....	\$387, 693.94

Materials and supplies on hand, \$182,491.17. (See general balance sheet—page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$12,500,000.00	\$12,500,000.00	.....	371.85	\$33,616.00
Bonds—page 19 (grand total).....	10,000,000.00	10,000,000.00	.....	371.85	26,893.00
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$22,500,000.00	\$22,500,000.00	.....	371.85	\$60,509.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.*	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
The Minneapolis & St. Louis R. R. Co.....	\$12,500,000.00	\$9,720,000.00	\$22,220,000.00	369.76	\$60,033.00
Total	\$12,500,000.00	\$9,720,000.00	\$22,220,000.00	369.76	\$60,033.00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

(Page 29.)

ITEM.	EXPENDITURES DURING YEAR.			Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
	Not Included in Operating Expenses.		Charged to Construction or Equipment.			
	Included in Operating Ex- penses.	Charged to In- come Account as Permanent Improvements.				
CONSTRUCTION—						
Right of way.....				\$283.00		
Other real estate.....				6,750.00		
Fences.....	\$268.55					
Grading and bridge and culvert masonry.....	13,687.83			7,839.60		
Other superstructure.....	12,769.56			9,922.46		
Buildings, furniture and fixtures.....	3,329.80					
Shop machinery and tools.....	127.50			28,633.38		
Sidings and yard extensions.....	14,113.61					
Other items.....	567.50			98,612.43		
Total construction.....	\$44,863.85			\$151,490.87		
EQUIPMENT—						
Passenger cars.....				32,369.10		
Freight cars.....				45,073.71		
Other cars of all classes.....	3,082.08					
Total equipment.....	\$3,082.08			\$77,442.81		
Grand total cost construction, equipment, etc.....	\$47,945.93			\$228,933.68	\$21,776,926.79	\$59,179.40

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$2,107,653.83	
Less operating expenses—page 45.....	1,186,594.54	
Income from operation		\$921,059.29
Dividends on stocks owned—page 37.....	\$9,022.16	
Interest on bonds owned—page 39.....	21,445.00	
Miscellaneous income, less expenses—page 41.....	27,531.47	
Income from other sources.....		57,998.63
Total income.....		\$979,057.92
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$580,540.00	
Taxes.....	66,737.72	
Total deductions from income.....		647,277.72
Net income.....		\$331,780.20
Dividends 5 and 3 per cent preferred stock—page 17.....	\$245,000.00	
Total.....		\$245,000.00
Surplus from operations of year ending June 30, 1896.....		\$86,780.20
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		\$26,537.82
Deductions for year.....		7,485.63
Surplus on June 30, 1896 (for entry on general balance sheet, page 51) ...		\$105,832.39

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EXPLANATORY REMARKS.

Deductions for the Year—		
Loss from the operation of Lake Park Hotel, season of 1895.....	\$3,152.29	
Salary of president and treasurer accruing prior to July 1, 1895, but not paid until December, 1895.....	4,333.34	
Total.....		\$7,485.63

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Repayments, etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$317,301.92		
Less Repayments—			
Tickets redeemed.....		\$1,190.29	
Other repayments.....		10.06	
Total deductions.....		\$1,295.35	
Total passenger revenue.....			\$316,006.57
Mail.....			31,715.54
Express.....			25,728.60
Extra baggage and storage.....			6,189.07
Other items (news, \$495.77; slot, \$44.14; fish, etc., \$81.50)....			621.41
Total passenger earnings.....			\$380,261.19
FREIGHT—			
Freight revenue.....	\$1,219,476.96		
Less Repayments—			
Overcharge to shippers.....		\$29,254.35	
Total deductions.....		\$29,254.35	
Total freight revenue.....			\$1,190,222.61
Total freight earnings.....			\$1,190,222.61
Total passenger and freight earnings.....			\$1,570,483.80
OTHER EARNINGS FROM OPERATION—			
Car mileage—balance (W. M. & P., \$1,334.97; operating expenses, \$1,414.22).....			3,249.19
Switching charges—balance (\$25,827.54, less operating expenses, \$8,983.22).....			16,844.32
Rents from tracks, yards and terminals—page 41....			80,028.97
Other sources.....			637.74
Total other earnings.....			\$100,760.22
Total gross earnings from operation—Minnesota.....			\$1,671,244.02
Total gross earnings from operation—entire line.....			\$2,107,653.83

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STOCKS OWNED.

Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Minnesota Railway Transfer Co.....	\$7,000.00	.....	.....	.....
The Minneapolis & St. Louis R. R. Co.....	3,978.00	.....	\$9,022.16	.....
Total	\$10,978.00	.....	\$9,022.16	.....

(Page 36.)

EXPLANATORY REMARKS.

Stocks owned, The Minneapolis & St. Louis Railroad Company. Dividends were as follows, viz.:

3½ per cent on 1,001 shares, first preferred.....	\$3,336.66
2½ per cent on 1,001 shares, first preferred.....	2,502.50
1½ per cent on 401 shares, second preferred.....	601.50
1½ per cent on 396 shares, second preferred.....	594.00
2½ per cent on 795 shares, first preferred.....	1,987.50

\$9,022.16

The stock of The Minneapolis & St. Louis Railroad Company is carried on our books without value, by order of the board of directors.

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BONDS OWNED.

A. Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
The Minneapolis & St. Louis R. R. Co.....	\$282,000.00	5	\$14,100.00	\$282,000.00
Minnesota Transfer Railway Co.....	97,000.00	5	7,225.00	77,000.00
Total.....	\$379,000.00	.....	\$21,325.00	\$359,000.00

B. Other Bonds.

Town of Staufold, Wisconsin.....	\$1,500.00	6	\$120.00	\$1,500.00
Total	\$1,500.00	\$120.00	\$1,500.00
Grand total, A and B.....	\$380,500.00	\$21,445.00	\$360,500.00

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EXPLANATORY REMARKS.

Railway bonds owned, Minnesota Transfer Railway Co. Three coupons are reported here, owing to the fact that the proceeds of the May, 1895, coupon collected by the Central Trust Co., was not turned over to the treasurer of this company until this fiscal year.

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks--				
20th av. S. to Cedar av.....	Minneapolis, Minn.....	Chicago Great Western R'y Co.....	\$600.00	.....
3d av. N. to 20th av. S.....	Minneapolis, Minn.....	Northern Pacific R. R.....	7,069.80	.....
Great Northern crossing.....	Minneapolis, Minn.....	Northern Pacific R. R.....	282.95	.....
1st av. N., Minneapolis to.....	M. & D. Junction.....	St. Paul & Duluth R. R. Co.....	12,000.00	.....
Minneapolis to Merriam.....	Junction, Minn.....	Chicago, St. Paul, Minneapolis & Omaha R'y Co.....	14,610.00	.....
North Junction to Madison.....	son, Junction, Iowa.....	Burlington, Cedar Rapids & Northern R'y Co.....	1,077.82	.....
Fraser Jet., Ia., to Ogden.....	Iowa.....	B. V. C. & R'y Co.....	3,060.00	.....
Total.....				\$38,700.58
Yards--Lower yard.....	Minneapolis, Minn.....	Minneapolis Railway Transfer Co.....	\$45,466.21	.....
Total.....				\$45,466.21
Terminals*				
Round house.....	Angus, Iowa.....		\$47.50	.....
Total.....				\$47.50
Grand total.....				\$84,214.29

* Freight terminal services performed at Minneapolis for the St. Paul & Duluth R. R. Co. and proceeds are credited to operating expenses.

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
St. Paul & Duluth R. R. Co., rent of track East Minneapolis to White Bear, Minn.....	\$24,891.63	.....	\$24,891.63
Rent of lands and section house.....	919.15	.....	919.15
Rent of depot news stand, Minneapolis.....	240.00	.....	240.00
Grading in block 118, Minneapolis.....	235.40	235.40
Interest on sundry bank balances.....	1,245.29	1,245.29
Total.....	\$27,531.47	\$27,531.47

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$137,608.44
Renewals of rails.....	39,918.36
Renewals of ties.....	40,470.01
Repairs and renewals of bridges and culverts.....	16,004.03
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	5,705.67
Repairs and renewals of buildings and fixtures.....	29,139.01
Repairs and renewals of telegraph.....	1,366.31
Stationery and printing.....	1,095.35
Total.....	\$271,307.18

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$5,929.60
Repairs and renewals of locomotives.....	64,065.00
Repairs and renewals of passenger cars.....	31,790.68
Repairs and renewals of freight cars.....	79,950.48
Repairs and renewals of work cars.....	4,910.28
Repairs and renewals of shop machinery and tools.....	5,124.19
Stationery and printing.....	1,095.35
Other expenses.....	1,787.51
Total.....	\$194,603.09

CONDUCTING TRANSPORTATION.

Superintendence.....	\$4,300.50
Engine and roundhouse men.....	116,502.18
Fuel for locomotives.....	132,245.43
Water supply for locomotives.....	6,977.92
Oil, tallow and waste for locomotives.....	4,261.93
Other supplies for locomotives.....	1,236.14
Train service.....	77,055.42
Train supplies and expenses.....	17,975.82
Switchmen, flagmen and watchmen.....	39,612.50
Telegraph expenses.....	25,199.97
Station service.....	57,160.93
Station supplies.....	5,854.39
Hire of equipment.....	4,020.52
Loss and damage.....	3,833.74
Injuries to persons.....	12,780.91
Clearing wrecks.....	310.41
Advertising.....	3,339.46
Outside agencies.....	19,268.93
Commissions.....	6,036.82
Rents for tracks, yards and terminals—page 47, B.....	56,475.80
Stationery and printing.....	4,381.40
Total.....	\$593,781.12

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OPERATING EXPENSES—*Continued.*

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$50,298.38
Salaries of clerks and attendants.....	25,625.20
General office expenses and supplies.....	7,795.71
Insurance.....	5,767.89
Law expenses.....	14,906.25
Stationery and printing (general offices).....	4,381.40
Other expenses.....	13,128.32
Total.....	\$121,903.15

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$271,307.18
Maintenance of equipment.....	194,603.09
Conducting transportation.....	598,781.12
General expenses.....	121,903.15
Grand total.....	\$1,186,594.54
Percentage of expenses to earnings—entire line....	56.30

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$142,875.44
Maintenance of equipment.....	144,950.34
Conducting transportation.....	461,163.54
General expenses.....	75,604.82
Total.....	\$824,594.44
Percentage of expenses to earnings—Minnesota.....	49.34

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks—				
Mississippi st., St.	Paul, to 20th av. S., Min'polis	St. P. & N. P. R. R. Co.....	\$32,039.04	
20th ave S., Minne	apolis, to M. & D. Junction...	St. P. & N. P. R. R. Co.....	9,293.76	
Total				\$41,332.80
Yards.....	Fort Dodge, Iowa.....	C. R. I. & P. R'y Co.....	\$2,400.00	
Total.....				\$2,400.00
Terminals—				
Passenger station..	Minneapolis, Minn.....	Great Northern R'y Co.....	\$729.96	
Freight house, r'd				
house, passenger				
station and track	St. Paul.....	St. P. & N. P. R. R. Co.....	12,013.04	
facilities.....				
Total				\$12,743.00
Grand total				\$56,475.80

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$21, 776, 926.79	{	\$22, 005, 800.47	.....	\$228, 933.68	.....
3, 600.00
361, 000.00	Cost of road—page 23.....	.....	.....	.....	.....
18, 028.85	Cost of equipment—page 29.....	.....	.....	.....	.....
400, 313.08	Stocks owned—page 37.....	.....	.....	.....	.....
.....	Bonds owned—page 39.....	.....	.....	.....	.....
.....	Other permanent investments.....	.....	.....	.....	.....
.....	Cash and current assets—page 23.....	.....	.....	.....	.....
.....	OTHER ASSETS—	.....	.....	.....	.....
84, 290.18	Materials and supplies.....	.....	.....	.....	.....
123, 702.87	Sundries.....	.....	.....	.....	.....
.....	Grand total .....	.....	.....	.....	.....
.....	\$22, 767, 861.27	.....	.....	\$22, 963, 726.50	\$195, 865.23	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$12, 500, 000.00	{	\$12, 500, 000.00	.....	.....	.....
10, 000, 000.00
154, 427.62	Capital stock—page 17.....	.....	.....	.....	.....
86, 895.83	Funded debt—page 23.....	.....	.....	.....	.....
26, 637.82	Current liabilities—page 23.....	.....	.....	.....	.....
.....	Accrued interest on funded debt not yet payable.....	.....	.....	.....	.....
.....	Profit and loss—page 31 (or 33).....
.....	Grand total.....
.....	\$22, 767, 861.27	\$22, 963, 726.50	\$195, 865.23

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN
STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Company. Compensation based upon tonnage.

2. United States Postoffice Department. Compensation based upon weight of mail and size of mail compartments in cars.

3. Pullman's Palace Car Company. The Pullman company is paid 3 cents per car mile for use of their cars in addition to the revenue derived from the sale of seats and berths which accrues to them.

5. Northern Pacific Railroad Company. For the use of tracks of St. Paul & Northern Pacific Railroad Company between St. Paul and Minneapolis. Compensation based upon cost of road. Chicago, St. Paul, Minneapolis & Omaha Railroad. For use of line between Minneapolis and Merriam Junction. Compensation based upon cost of road. For use of line between Pilot Mound and Ogden. Compensation based upon cost of road. St. Paul & Duluth Railroad Company. For use of line between Minneapolis and White Bear Junction, compensation being a fixed amount for part of the line and 32 per cent of the gross earnings of the balance. Wisconsin, Minnesota & Pacific Railroad Company. For the furnishing of equipment and the operating of their line, expenses and earnings being apportioned upon an agreed basis. Great Northern Railway Company. For use of tracks in Minneapolis. For use of passenger station at Minneapolis. Compensation a fixed amount.

7. Western Union Telegraph Company.

9. Sundry contracts with firms and individuals for occupying right of way and depot grounds for elevators, coal sheds, lumber yards, etc. Compensation merely a nominal amount.

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SECURITY FOR FUNDED DEBT — PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From.	To.	Miles.			
First mortgage bond.....	Minneapolis, Minn.....	{ White Bear Lake }	13.09	\$21,390.00	.....	.....
First mortgage bond.....	Minneapolis, Minn.....	{ Junction, Minn. }	28.14	16,170.00	.....	.....
First mortgage bond.....	Merriam Jct, Minn.....	Merriam Jct, Minn.....	80.70	11,772.00	.....	.....
First mortgage bond.....	Albert Lea, Minn.....	Albert Lea, Minn.....	103.40	9,816.00	.....	.....
First mortgage bond.....	Fort Dodge, Iowa.....	Fort Dodge, Iowa.....	49.40	.....	.....	.....
First mortgage bond.....	Kato Jct., Iowa.....	Angus, Iowa.....	2.80	12,000.00	.....	.....
First mortgage bond.....	Hopkins, Minn.....	Morton, Minn.....	92.87	14,652.00	.....	.....
First mortgage bond.....	Manitou Jct., Minn.....	Tonka Bay.....	1.45	.....	.....	.....
Consol. mortgage bond.....	Entire line.....	371.85	14,205.00	Entire. }	\$96,000 bonds of the Minn. Tr. Ry. Co.

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Com- pensation.
General officers.....	13	4,380	\$43,403.00	\$9.91
Other officers.....	5	1,825	6,600.00	3.62
General office clerks.....	23	7,199	16,243.00	2.25
Station agents.....	29	9,077	21,540.00	2.37
Other station men.....	74	23,162	43,200.00	1.86
Enginemen.....	39	13,104	46,452.50	3.54
Firemen.....	39	13,104	28,140.50	2.15
Conductors.....	25	8,400	27,840.00	3.32
Other trainmen.....	53	17,808	34,260.50	1.92
Machinists.....	30	7,648	21,036.00	2.75
Carpenters.....	46	11,976	27,384.25	2.28
Other shopmen.....	162	38,880	63,340.00	1.62
Section foremen.....	49	15,337	27,240.00	1.78
Other trackmen.....	144	45,072	50,236.50	1.11
Switchmen, flagmen and watchmen.....	47	16,517	32,595.52	1.98
Telegraph operators and dispatchers.....	32	10,880	18,960.00	1.74
All other employes and laborers.....	77	24,101	54,380.00	2.26
Total (including general officers) Minnesota	887	268,470	\$562,851.77	\$2.10
Less general officers.....	13	4,380	43,403.00	9.91
Total (excluding general officers) Minnesota	874	264,090	\$519,448.77	\$1.97
DISTRIBUTION OF ABOVE—				
General administration.....	41	13,404	66,246.00	4.94
Maintenance of way and structures.....	270	84,510	131,856.50	1.56
Maintenance of equipment.....	238	58,504	111,760.25	1.91
Conducting transportation.....	338	112,052	252,989.02	2.26
Total (including general officers) Minnesota	887	268,470	\$562,851.77	\$2.10
Less general officers.....	13	4,380	43,403.00	9.91
Total (excluding general officers) Minnesota	874	264,090	\$519,448.77	\$1.97
Total (including general officers) entire line	1,126	346,115	730,116.47	2.11

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EXPLANATORY REMARKS.

The vice president serves without compensation

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Pass'ngers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	459, 093			
Number of passengers carried one mile.....	15, 500, 502			
Number of passengers carried one mile per mile of road.....	68, 284			
Average distance carried, miles.....	34			
Total passenger revenue—page 35.....		\$316, 006.	57	
Average amount received from each passenger.....			68.	833
Average receipts per passenger per mile.....			02.	037
Total passenger earnings—page 35.....		380, 261.	19	
Passenger earnings per mile of road.....		1, 675.	15.	943
Passenger earnings per train mile.....			98.	759
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	1, 070, 541			
Number of tons carried one mile.....	90, 503, 573			
Number of tons carried one mile per mile of road.....	398, 694			
Average distance haul of one ton, miles.....	85			
Total freight revenue—page 35.....		1, 190, 222.	61	
Average amount received for each ton of freight.....			1.11.	180
Average receipts per ton per mile.....			01.	315
Total freight earnings—page 35.....		1, 190, 222.	61	
Freight earnings per mile of road.....		5, 243.	27.	141
Freight earnings per train mile.....			2.53.	006
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		1, 506, 229.	18	
Passenger and freight revenue per mile of road.....		6, 635.	37.	084
Passenger and freight earnings—page 35.....		1, 570, 483.	80	
Passenger and freight earnings per mile of road.....		6, 918.	43.	084
Gross earnings from operation—page 35.....		1, 671, 244.	02	
Gross earnings from operation per mile of road.....		7, 362.	30.	846
Gross earnings from operation per train mile.....			1.95.	358
Operating expenses—page 45.....		824, 594.	44	
Operating expenses per mile of road.....		3, 632.	57.	269
Operating expenses per train mile.....			96.	391
TRAIN MILEAGE—				
Miles run by passenger trains.....	385, 039			
Miles run by freight trains.....	470, 432			
Total mileage trains earning revenue.....	855, 471			
Miles run by construction and other trains.....	12, 937			
Grand total train mileage.....	868, 408			
Mileage of loaded freight cars—north or east.....	3, 212, 905			
Mileage of loaded freight cars—south or west.....	4, 316, 855			
Mileage of empty freight cars—north or east.....	1, 648, 786			
Mileage of empty freight cars—south or west.....	570, 411			
Average number of freight cars in train.....	21			
Average number of loaded cars in train.....	16			
Average number of empty cars in train.....	5			
Average number of tons of freight in train.....	144			
Average number of tons of freight in each loaded car.....	9			

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Rev'nue and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	548, 132	.....
Number of passengers carried one mile.....	19, 217, 018	.....
Number of passengers carried one mile per mile of road.....	51, 972	.....
Average distance carried.....	35	.....
Total passenger revenue—page 35.....		\$405, 605.02
Average amount received from each passenger.....		73.998
Average receipts per passenger per mile.....		02.111
Total passenger earnings—page 35.....		500, 622.37
Passenger earnings per mile of road.....		1, 353.91.165
Passenger earnings per train mile.....		89.549
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	1, 194, 819	.....
Number of tons carried one mile.....	113, 009, 098	.....
Number of tons carried one mile per mile of road.....	305, 628	.....
Average distance haul of one ton.....	95	.....
Total freight revenue—page 35.....		1, 500, 379.06
Average amount received for each ton of freight.....		1.25.574
Average receipts per ton per mile.....		01.328
Total freight earnings—page 35.....		1, 500, 379.06
Freight earnings per mile of road.....		4, 037.71.057
Freight earnings per train mile.....		2.30.301
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		1, 905, 984.08
Passenger and freight revenue per mile of road.....		5, 154.65.188
Passenger and freight earnings—page 35.....		2, 001, 001.43
Passenger and freight earnings per mile of road.....		5, 411.62.221
Gross earnings from operation—page 35.....		2, 107, 653.83
Gross earnings from operation per mile of road.....		5, 700.05.904
Gross earnings from operation per train mile.....		1.74.109
Operating expenses—page 45.....		1, 186, 594.54
Operating expenses per mile of road.....		3, 209.09.384
Operating expenses per train mile.....		76.087
Income from operation—page 31.....		921, 059.29
Income from operation per mile of road.....		2, 490.96.519
TRAIN MILEAGE—		
Miles run by passenger trains.....	559, 047	.....
Miles run by freight trains.....	651, 487	.....
Total mileage trains earning revenue.....	1, 210, 534	.....
*Miles run by switching trains.....		.....
Miles run by construction and other trains.....	20, 324	.....
Grand total train mileage.....	1, 230, 858	.....
Mileage of loaded freight cars—north or east.....	4, 161, 664	.....
Mileage of loaded freight cars—south or west.....	5, 637, 934	.....
Mileage of empty freight cars—north or east.....	2, 148, 736	.....
Mileage of empty freight cars—south or west.....	766, 892	.....
Average number of freight cars in train.....	20	.....
Average number of loaded cars in train.....	15	.....
Average number of empty cars in train.....	5	.....
Average number of tons of freight in train.....	173	.....
Average number of tons of freight in each loaded car.....	12	.....

* No statistics.

(Page 63.) FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons	Per Cent.
Grain.....	114, 126	147, 071	261, 197	24.40
Flour.....	127, 308	11, 973	139, 281	13.01
Other mill products.....	18, 078	3, 521	21, 599	2.02
Hay.....	2, 641	1, 422	4, 063	.38
Fruit and vegetables.....	4, 811	23, 342	28, 153	2.63
Live stock.....	15, 077	3, 775	18, 852	1.76
Dressed meats.....	869	4, 045	4, 914	.46
Other packing-house products.....	3, 649	1, 021	4, 670	.43
Wool.....	515	98	613	.06
Hides and leather.....	455	572	1, 027	.10
Anthracite coal.....	2, 011	20, 435	22, 446	2.09
Bituminous coal.....	4, 442	23, 319	27, 761	2.59
Coke.....	76	1, 179	1, 255	.12
Ores.....	2, 742	9, 284	12, 026	1.12
Stone, sand and other like articles.....	3, 060	13, 756	16, 816	1.57
Lumber.....	214, 449	76, 034	290, 483	27.13
Petroleum and other oils.....	1, 477	8, 720	10, 197	.95
Iron and steel rails.....	2, 311	892	3, 203	.30
Other castings and machinery.....	6, 255	6, 266	12, 521	1.17
Bar and sheet metal.....	3, 086	2, 235	5, 321	.50
Cement, brick and lime.....	31, 054	20, 211	51, 265	4.80
Agricultural implements.....	1, 594	6, 706	8, 300	.77
Wagons, carriages, tools, etc.....	323	2, 235	2, 558	.24
Wines, liquors and beers.....	2, 402	4, 170	6, 572	.61
Household goods and furniture.....	1, 705	1, 174	2, 879	.27
Merchandise.....	40, 266	29, 275	69, 541	6.50
Miscellaneous—other commodities not mentioned above.....	11, 927	31, 101	43, 028	4.02
Total tonnage—Minnesota.....	616, 709	453, 832	1, 070, 541	100.00
Total tonnage—entire line.....	730, 435	461, 384	1, 194, 819	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added dur- ing Year.	Total Num- ber at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives (owned and leased)—						
Passenger.....		22	22	Westinghouse.....		
Freight.....		34	34	Westinghouse.....		
Switching.....		16				
Total locomotives in service.....		72	56			
Total locomotives owned.....		72	56			
Cars (owned and leased)—In Passenger Service—						
First-class cars.....	7	12	12	Westinghouse.....	12	Miller.
Second-class cars.....		17	17	Westinghouse.....	17	Miller.
Combination cars.....	1	10	10	Westinghouse.....	10	Miller.
Baggage, express and postal cars.....		6	6	Westinghouse.....	6	Miller.
Total.....	8	45	45		45	
In Freight Service—						
Box cars*.....	65	1,611	175	Westinghouse.....	718	335 Williams. 235 Janney. 143 Standard. 5 Drexel.
Flat cars.....		385			68	50 Janney. 18 Williams.
Stock cars.....		70				
Coal cars.....		286				
Refrigerator cars.....		4				
Other cars in freight service.....	25	27	25	Westinghouse.....	27	25 Janney. 2 Gould.
Total.....	90	2,333	200		813	
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse.....	2	Miller.
Derrick cars.....		1				
Caboose cars.....		31				
Other road cars.....		32				
Total.....		66	2		2	
Total cars in service.....	98	2,444	247		860	
Total cars owned.....		2,444	247		860	

*75 new, less 3 assigned and 7 destroyed.

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	261.64	97.12	.....	.....	11.00	.....	399.76	.....	.....	369.76
Miles of second track.....	8.62	.....	.....	.....	10.08	.....	18.70	.....	.....	18.70
Miles of yard track and sidings.....	64.67	7.96	.....	.....	4.40	.....	77.03	2.65	59.04	17.99
Total mileage operated (all tracks).....	334.93	105.08	.....	.....	25.48	.....	465.49	2.65	59.04	406.45

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Minnesota.....	123.75	94.32	.....	.....	11.00	.....	229.07	.....	.....	229.07
Iowa.....	137.89	2.80	.....	.....	.....	.....	140.69	.....	.....	140.69
Total mileage operated (single track).....	261.64	97.12	.....	.....	11.00	.....	369.76	.....	.....	369.76

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Minnesota, as above.....	123.75	94.32	.....	.....	.....	.....	218.07	.....	.....	218.07
Minnesota, East Minneapolis to White Bear Junction leased to the St. Paul & Duluth Railroad Company.....	13.09	.....	.....	.....	.....	.....	13.09	.....	.....	13.09
Iowa, as above.....	137.89	2.80	140.69	140.69
Total mileage owned (single track).....	274.73	97.12	371.85	371.85

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	121.67	94.32	.....	.....	11.00	.....	226.99	.....	.....	226.99
Miles of second track.....	8.62	.....	.....	.....	10.08	.....	18.70	.....	.....	18.70
Miles of yard track and sidings.....	46.35	7.82	.....	.....	4.40	.....	60.57	1.65	45.82	14.75
Total mileage operated (all tracks).....	176.64	102.14	.....	.....	25.48	.....	306.26	1.65	45.82	260.44

B. Mileage of Line Operated by States and Territories (Single Track).

Same as Table A.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Mileage as per Table A.....	178.64	102.14	280.78	1.65	45.82	260.44
East Minneapolis to White Bear Junction (operated by the St. P. & D. R. Co.)	13.09	13.09
Total mileage owned (single track)	191.73	102.14	293.87	1.65	45.82	260.44

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

New Ties Laid during Year.

KIND.	Number.	Average Price at Distributing Point.
White Oak.....	21,454	\$0.50
Cedar.....	18,853	.31
Mixed.....	519	.30
Culls.....	2,696	.25
Total.....	43,522	.40

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	10,576	43	10,597.50	391,144	54.19
Freight.....	22,487	71	22,522.50	630,550	71.44
Switching.....	3,836	45	3,858.50	176,117	43.82
Construction.....	457	.....	457.00	18,027	50.70
Total.....	37,356	159	37,435.50	1,215,838	61.58
Average cost at distributing point.....	\$2.48	\$1.36	.....	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	.....	9	1	3	.....	.....	1	12
Falling from trains and engines...	1	.....	.....	.....	.....	.....	1	.....
Derailments.....	.....	.....	.....	1	.....	.....	.....	1
Other causes.....	2	.....	2	.....	.....	.....	4	.....
Total.....	3	9	3	4	.....	.....	6	13

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		Trespassing.		Not Trespassing.		Total	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....	3	3
Total.....	3	3

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EXPLANATORY REMARKS.

Employees, Trainmen, Other Causes.—1 fireman knocked from engine cab by bridge; 1 brakeman, coat caught under wheel and drew him down upon the track.

Employees, Switchmen, Flagmen and Watchmen, Other Causes.—1 caught between bumpers; 1 riding on side of car which cornered with another car.

Others, Trespassing, Other Causes.—3 asleep on track. Drunk.

(Page 73.) CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

We are unable to furnish this information.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Low't above Surface of Rail, Feet. In.
BRIDGES—					Overhead Highway Crossings—		
Iron	19	3, 173	48	1, 581	Bridges.....	31	15 5
Wooden	3	365	75	215	Total.....	31	.....
Total.....	22	3, 538	.....	.....	
Trestles.....	176	13, 468	6	631			
Tunnels.....	1	1, 044	.....	.....	

Gauge of track, 4 feet, $8\frac{1}{2}$ inches. 226.99 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
266.99	Dont know.	Western Union Telegraph Co.....	Western Union Telegraph Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned
for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate Per Mile, Cents.	Amount.
Pullman Palace Car Co.....	Sleepers.....	3	\$6,664.08
American Refrigerator Transfer Co.....	Tourists.....	1	56.73
American Brewing Co.....	Refrigerator.....	3-4	97.74
Armour & Co.....	Refrigerator.....	3-4	5.20
Anglo-American Provision Co.....	Ref., box and tank... {	3-4 for R & T 6-10 for box }	258.06
Arms Palace Horse Car Co.....	Refrigerator.....	1	257.79
American Cereal Co. Dispatch.....	Stock.....	6-10	4.07
Burton Stock Car Co.....	Box.....	6-10	63.89
Chicago Refrigerator Car Co.....	Stock.....	6-10	5.46
Canda Cattle Car Co.....	Refrigerator.....	3-4	15.85
Cupples, S., & Co.....	Stock.....	6-10	24.05
Cudahy Refrigerator Line.....	Woodenware.....	6-10	4.47
Cedar Rapids Refrigerator Co.....	Refrigerator.....	1	100.93
California Fruit Transfer Co.....	Refrigerator.....	1	72.11
Cottolene Refrigerator Line.....	Fruit.....	3-4	63.42
Davenport Syrup Refrigerator Co.....	Refrigerator.....	3-4	4.47
Hammond Refrigerator Line.....	Tank.....	3-4	48.60
Hicks' Stock Car Co.....	Refrigerator.....	1	1,273.53
Kansas City Dressed Beef Line.....	Stock.....	6-10	3.96
Lipton Refrigerator Line.....	Refrigerator.....	3-4	8.75
Mather Horse Cars.....	Refrigerator.....	3-4	4.19
Merchants Dispatch Transfer Co.....	Stock.....	6-10	15.69
New York Dispatch Refrigerator Line.....	Refrigerator and box... {	3-4 6-10	381.65
National Rolling Stock Co.....	Refrigerator.....	3-4	35.40
Provision Dealers Dispatch.....	Large box and furn... {	6-10	100.40
St. Louis Refrigerator Car Co.....	Tank.....	3-4	22.63
Street's Western Stable Cars.....	Refrigerator.....	3-4	591.92
Seipp, Conrad, & Co.....	Stock.....	6-10	60.70
Schönhefer, P., Brewing Co.....	Refrigerator.....	3-4	7.29
Standard Oil Ice Co.....	Tank.....	3-4	864.73
Total.....			\$11,117.76

Minneapolis, St. Paul & Sault Ste. Marie Railway.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Minneapolis, St. Paul & Sault Ste. Marie Railway Company.

2. Date of organization? June 11, 1888.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. The Minneapolis & Sault Ste. Marie Railway Company was organized in the year.....under the general incorporation laws of Michigan. The Minneapolis, Sault Ste. Marie & Atlantic Railway Company was organized in the year 1883, under the general incorporation laws of Wisconsin.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Said two companies were consolidated in the year 1886, under paragraphs 3343 and 3344, pages 854 and 855, Howell's Annotated Statutes of Michigan, and section 833, Supplement to the Revised Statutes of Wisconsin.

5. Date and authority for each consolidation? The Minneapolis & Pacific Railway Company was organized in the year 1884, and the Minneapolis & St. Croix Railway Company in the year 1885, under the general incorporation laws of Minnesota.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Aberdeen, Bismarck & Northwestern Railway Company was organized in the year 1883, under the general incorporation laws of the Territory of Dakota. In the year 1888 the said consolidated company, the said Minneapolis & Pacific Railway Company, the said Aberdeen, Bismarck & Northwestern Railway Company, and the said Minneapolis & St. Croix Railway Company were consolidated, and all their rights, properties and franchises united and vested in one single corporation, the said Minneapolis, St. Paul & Sault Ste. Marie Railway Company, under the statutes above referred to and paragraphs 66, 67 and 68, pages 381 and 382, General Laws of Minnesota for the year 1878, and chapter 94, General Laws of Minnesota for the year 1881, and chapter 46, General Laws of the Territory of Dakota for the year 1876.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Thomas Lowry.....	Minneapolis, Minn...	First Tuesday in June of 1897.
W. D. Washburn.....	Minneapolis, Minn...	
Wm. B. Dean.....	St. Paul, Minn.....	
Jno. S. Pillsbury.....	Minneapolis, Minn...	
F. H. Peavey.....	Minneapolis, Minn...	
W. C. Van Horne.....	Montreal, Canada....	
Thos. G. Shaughnessy.....	Montreal, Canada....	
Jno. Martin.....	Minneapolis, Minn...	
C. H. Pettit.....	Minneapolis, Minn...	
Wm. H. Bradley.....	Tomahawk, Wis.....	
R. B. Angus.....	Montreal, Canada....	

Total number of stockholders at date of last election? 82.

Date of last meeting of stockholders for election of directors? Tuesday June 2, 1896.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President.....	Thomas Lowry.....	Minneapolis, Minn.
First vice president.....	John Martin.....	Minneapolis, Minn.
Secretary.....	C. F. Clement.....	Minneapolis, Minn.
Treasurer.....	C. F. Clement.....	Minneapolis, Minn.
General solicitor.....	Alfred H. Bright....	Minneapolis, Minn.
Auditor.....	C. W. Gardner.....	Minneapolis, Minn.
General manager.....	F. D. Underwood....	Minneapolis, Minn.
Chief engineer.....	W. W. Rich.....	Minneapolis, Minn.
Superintendent.....	E. Pennington.....	Minneapolis, Minn.
Division superintendent..	D. Willard.....	Minneapolis, Minn.
Division superintendent.....	F. C. Batchelder.....	Minneapolis, Minn.
Superintendent of telegraph..	H. A. Tuttle..	Minneapolis, Minn.
General freight agent.....	W. L. Martin	Minneapolis, Minn.
Asst. general freight agent..	E. D. Parker	St. Paul, Minn.
General passenger agent.....	W. R. Callaway.....	Minneapolis, Minn.
Asst. general passenger agt..	W. S. Thorn.....	St. Paul, Minn.
Purchasing agent, assistant to manager.....	T. A. Switz.....	Minneapolis, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
1. Minneapolis, St. Paul & Sault Ste. Marie Railway Company.				
Main line.....	St. Croix River.....	Dakota line.....	223.59	.....
	Northtown Jct.....	Camden Place.....	1.01	.....
Branches.....	St. Paul, Minn.....	Cardigan Jct.....	5.34	.....
				229.94
5. Northern Pacific Railway.....	Minneapolis terminals.....		3.79	.....
Northern Pacific Railway.....	St. Paul terminals.....		2.65	.....
Great Northern Railway.....	Minneapolis.....	St. Paul.....	11.00
Northern Pacific Railway.....	Northtown Jct.....	Shoreham.....	.72
				18.16
Total.....				248.10

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PROPERTY OPERATED.

1. Minneapolis, St. Paul & Sault Ste. Marie Railway—				
Main line.....	Sault St. Marie, Mich...	Portal, N. D.....	1,039.22
	Northtown Jct., Minn...	Camden Place, Minn...	1.01	.....
Branches and spurs.....	East from Gladstone, Mich.....		1.10	.....
	East from Gladstone, Mich.....		1.13	.....
	East from Masonville, Mich.....		.39	.....
	East from Setif, Mich.....		1.51	.....
	South from Cherry, Mich.....		.73	.....
	South from East Lake, Mich.....		.61	.....
	South from Marblehead, Mich.....		1.41	.....
	Dresser Jct., Wis.....	St. Croix Falls, Wis.....	4.05	.....
	Brantwood.....	End of track, Wis.....	4.57	.....
	North from Glen Flora, Wis.....		.40	.....
	North from Prentice, Wis.....		.53	.....
	North from Rhineland, Wis.....		.62	.....
	North from Armstrong, Wis.....		3.05	.....
	St. Paul, Minn.....	Cardigan Jct., Minn...	5.34	.....
	Hankinson, N. D.....	Kulm, N. D.....	104.54	.....
				1,170.21
5. Northern Pacific Railway Co.....	Terminals at Minneapolis, Minn.....		3.79	.....
	Terminals at St. Paul, Minn.....		2.65	.....
	Northtown Jct., Minn...	Shoreham, Minn.....	.72	.....
Great Northern Railway Co.....	Minneapolis, Minn.....	St. Paul, Minn.....	11.00	.....
Duluth, S. & S. & A. R'y Co.....	Sault Ste. Marie "Y"....	Sault Ste. Marie, Mich...	.34
				18.50
Total.....				1,188.71

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock, common.....	140,000	\$100.00	\$14,000,000	\$14,000,000	.....	.....
Capital stock, preferred.....	70,000	100.00	7,000,000	7,000,000	.....	.....
Total.....	210,000	.....	\$21,000,000	\$21,000,000	.....	.....

REMARKS—All stock of the present company was issued in exchange for stock of the constituent companies, under articles of consolidation in June, 1888.

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate Per Ct.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Amount Accrd dur- ing Year.	Amount Paid during Year.
Minnesota & Pacific Ry, first mort- gage.....	Jan. 1, 1886	Jan. 1, 1936	\$4,290,000	\$4,290,000	\$3,207,000	.....	{ 5 4 5 4 5 4 4	{ January. July January. July January. July January. July ..... }	.....	.....
Minneapolis, Sault Ste. Marie & At- lantic Ry, first mortgage.....	Jan. 1, 1886	Jan. 1, 1936	10,000,000	10,000,000	8,280,000	.....	{ 5 4 5 4 5 4 4	{ January. July January. July January. July January. July ..... }	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie Ry, consols	July 1, 1888	July 1, 1938	28,345,000	16,858,000	16,858,000	.....	{ 5 4 5 4 5 4 4	{ January. July January. July January. July January. July ..... }	.....	.....
Total.....	.....	.....	\$42,635,000	\$31,148,000	\$28,345,000	\$22,201,249 09	.....	.....	\$1,159,930	\$1,158,710
Minneapolis, St. Paul & Sault Ste. Marie Ry, income certificates.....	May 27, '90	July 1, 1900	781,000	771,000	771,000	674,625.00
Grand total	\$43,416,000	\$31,919,000	\$29,116,000	\$22,875,874 09	\$1,159,930	\$1,158,710

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FUNDED DEBT—Continued.
EQUIPMENT TRUST OBLIGATIONS.
A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of Issue.	Term.	Number of Payments.	Equipment Covered.
Railway Equipment Co.....	Nov. 25, 1887.....	10 years.....	120	185 box cars.*
British Wagon Co., limited.....	Nov. 1, 1892.....	5 years.....	60	250 box cars.†
Bristol Wagon & Carriage Co., limited.....	Nov. 1, 1892.....	5 years.....	60	250 box cars.†
Victoria Rolling Stock Co.....	Sept. 27, 1893.....	10 years.....	20	1,000 box cars, 20 caboose cars, 26 locomotives.‡

B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	Cash Paid on Delivery of Equipment.	DEF'D PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
		Original Amount.	Amount Outstanding.	Original Amount.	Amount Outstanding.	Am't Accrued during Year.	Amount Paid during Year.
Railroad Equipment Co.....	\$9,977.42	\$134,695.20	\$20,204.28	.....	.....	.....	.....
British Wagon Co., limited.....	22,200.00	114,048.00	32,313.60	.....	.....	.....	.....
Bristol Wagon & Carriage Co.....	22,200.00	114,048.00	30,412.80	.....	.....	.....	.....
Victoria Rolling Stock Co.....	153,764.01	989,256.59	626,408.58	.....	.....	.....	.....
Western Equipment Co.....	11,300.00	45,200.00	.....	\$10,283.00	.....	\$395.51	7 per cent.
Total.....	\$219,441.43	\$1,397,247.79	\$709,339.26	\$10,283.00	.....	\$395.51	\$395.51

REMARKS.—* Represented by 120 monthly notes of \$1,122.45 each, payable at Post, Martin & Co., New York; first one payable Jan. 15, 1888. † Represented by 60 monthly notes of \$1,900.80 each, payable to Oliver Adams, New York; first note due Dec. 1, 1892. ‡ Represented by 20 semi-annual notes, 19 of \$41,816.80 and 1 of \$40,973.36, payable at the Dominion Bank, Toronto, Canada; first note payable June 1, 1894.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$31,143,000.00	\$23,345,000.00	\$1,159,930.00	\$1,158,710.00
Miscellaneous obligations—page 19.....	771,000.00	771,000.00		
Income bonds—page 19.....				
Equipment trust obligations—page 21.....	1,397,247.79	709,339.26	395.51	395.51
Total.....	\$33,316,247.79	\$29,825,339.26	\$1,160,325.51	\$1,159,105.51

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$714,980.78	Loans and bills payable.....	\$1,355,807.90
Bills receivable.....	3,386.00	Audited vouchers and accounts.....	442,377.55
Due from agents.....	231,143.76	Wages and salaries.....	215,801.59
Due from solvent companies and individuals.....	157,750.29	Net traffic balances due to other companies.....	36,405.82
Total cash and current assets.....	\$1,167,260.83	Matured interest coupons unpaid (including coupons due July 1).....	651,690.00
Balance current liabilities.....	1,616,829.91	Rents due July 1.....	1,000.00
Total.....	\$2,784,090.74	Miscellaneous.....	31,007.88
		Total current liabilities.....	\$2,784,090.74

Materials and supplies on hand, \$292,435.61. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$21,000,000.00	\$21,000,000.00	.....	1,170.21	\$17,945.49
Bonds—page 19 (grand total).....	29,116,000.00	29,116,000.00	.....	1,170.21	24,881.01
Equipment trust obligations—page 21.....	709,339.26	709,339.26	.....	1,170.21	606.16
Total.....	\$50,825,339.26	\$50,825,339.26	.....	.....	\$43,432.66

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded) the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Minneapolis, St. Paul & Sault Ste. Marie R'y Co.....	\$21,000,000.00	\$29,825,339.26	\$50,825,339.26	1,170.21	\$43,432.66
Total.....	\$21,000,000.00	\$29,825,339.26	\$50,825,339.26	1,170.21	\$43,432.66

(Page 29.) COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during Year, not Included in Operating Expenses.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Charged to Income Account as Permanent Improvements.	Charged to Construction or Equipment.			
CONSTRUCTION—					
Right of way.....		\$5,267.54	\$628,622.69	\$628,880.13	\$537.41
Fences.....		758.84	146,839.41	147,608.25	126.14
Grading and bridge and culvert masonry.....		33,437.29	5,651,134.62	5,684,591.91	4,857.75
Bridges and trestles.....		4,693.62	1,395,786.56	1,400,480.18	1,196.78
Rails.....			5,232,824.94	5,232,824.94	4,471.70
Ties.....			1,018,931.69	1,018,931.69	870.73
Other superstructure.....		88.29	656,135.59	656,223.88	560.78
Buildings, furniture and fixtures.....			1,133,544.78	1,131,984.21	967.33
Shop machinery and tools.....		*1,560.57	90,445.39	90,695.39	77.50
Engineering expenses.....		250.00	448,824.03	448,889.11	383.59
Interest during construction.....		65.08			
Discount on securities sold for construction.....		20,000.00	22,003,545.33	22,023,545.33	18,820.17
Telegraph line.....					
Wharfing, etc.....		*.50	165,953.06	165,952.56	141.81
Sidings and yard extensions.....			391,031.90	391,031.90	334.15
Terminal facilities and elevators.....		*1,030.74	420,912.56	419,881.82	353.81
Other items.....			352,033.61	352,033.61	300.83
		25.38	1,039,855.47	1,039,880.85	888.63
Total construction.....		\$61,994.23	\$40,771,441.53	\$40,833,435.76	\$34,894.11
EQUIPMENT—					
Locomotives.....					
Passenger cars.....		1,221.11	1,049,249.38	1,050,470.49	897.68
Sleeping, parlor and dining cars.....			206,845.29	206,845.29	176.76
Baggage, express and postal cars.....			151,460.06	151,460.06	129.43
Combination cars.....			45,199.03	45,199.03	38.62
Freight cars.....			32,484.96	32,484.96	27.76
Other cars of all classes.....		*12,797.92	2,818,727.06	2,805,929.14	2,397.80
		*4,240.00	212,311.60	208,071.60	177.81
Total equipment.....		*\$15,816.81	\$4,516,277.3	\$4,500,460.57	3,845.86
Grand total cost construction, equipment, etc.....		\$46,177.42	\$45,287,718.91	\$45,287,718.91	\$38,739.97
Total cost construction, equipment, etc.—State of Minnesota.....		\$13,842.60	\$9,845,788.54	\$9,859,631.14	\$42,879.15

*Deduct.

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$3,735,872.20	
Less operating expenses—page 45.....	<u>2,332,471.48</u>	
Income from operation.....		\$1,403,400.72
Total income.....		<u>\$1,403,400.72</u>
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$1,160,325.51	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	41,739.97	
Taxes.....	<u>96,678.87</u>	
Total deductions from income.....		1,298,744.35
Net income.....		<u>\$104,656.87</u>
Surplus from operations of year ending June 30, 1896.....	\$104,656.87	
Deficit on June 30, 1895 (from "general balance sheet," 1895 report).....	<u>998,301.29</u>	
		893,644.92
Deductions for year.....		<u>\$100,291.70</u>
Deficit on June 30, 1896 (for entry on "general balance sheet," page 49)...		<u>\$993,936.62</u>

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EXPLANATORY REMARKS.

Deduction for the year is due to loss on sale of two steamers amounting to \$100,291.70.

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re-payments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$148,350.41		
Total passenger revenue.....			\$143,350.41
Mail.....	\$38,682.96		
Express.....	6,682.80		
Extra baggage and storage.....	1,378.32		
Other items.....	<u>2,478.96</u>		\$49,223.04
Total passenger earnings.....			\$197,573.45
FREIGHT—			
Freight revenue.....	\$1,157,440.74		
Total freight revenue.....			\$1,157,440.74
Other items.....	669.81		669.81
Total freight earnings.....			<u>\$1,158,110.55</u>
Total passenger and freight earnings.....			\$1,355,684.00
OTHER EARNINGS FROM OPERATION—			
Telegraph companies.....	4,404.37		
Other sources.....	<u>911.41</u>		
Total other earnings.....			\$5,315.78
Total gross earnings from operation—Minnesota.....			\$1,360,999.78
Total gross earnings from operation—entire line.....			<u>3,735,872.20</u>

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STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Capital stock this company.....	\$225,600.00	.....	.....	\$225,600.00
Total.....	\$225,600.00	.....	.....	\$225,600.00

B. Other Stocks.

New Jersey Bridge Company.....	\$500.00	\$500.00
Total.....	\$500.00	\$500.00
Grand total, A and B.....	\$226,100.00	\$226,100.00

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BONDS OWNED.

Other Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Village Marine, Minn.....	\$200.00	7	\$28.00	\$200.00
Chapin Mining Co.....	40,200.00	6	40,200.00
Total.....	\$40,400.00	\$40,400.00

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$222,058.72
Renewals of rails.....	5,576.51
Renewals of ties.....	57,936.88
Repairs and renewals of bridges and culverts.....	55,921.87
Repairs and renewals of fences, road crossings, signs and cattle guards.....	3,543.46
Repairs and renewals of buildings and fixtures.....	29,661.20
Repairs and renewals of docks and wharves.....	7,353.41
Repairs and renewals of telegraph.....	5,742.04
Stationery and printing.....	438.77
Total	\$388,232.86

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$24,771.41
Repairs and renewals of locomotives.....	184,039.97
Repairs and renewals of passenger cars.....	54,451.21
Repairs and renewals of freight cars.....	164,125.68
Repairs and renewals of work cars.....	7,871.82
Repairs and renewals of shop machinery and tools.....	13,819.03
Stationery and printing.....	1,848.29
Total.....	\$450,927.41

CONDUCTING TRANSPORTATION.

Superintendence.....	\$46,633.31
Engine and roundhouse men.....	206,852.51
Fuel for locomotives.....	302,224.38
Water supply for locomotives.....	16,972.59
Oil, tallow and waste for locomotives.....	7,981.19
Other supplies for locomotives.....	3,579.40
Train service.....	161,525.48
Train supplies and expenses.....	34,628.87
Switchmen, flagmen and watchmen.....	29,048.14
Telegraph expenses.....	47,572.24
Station service.....	116,887.27
Station supplies.....	9,325.58
Switching charges—balance.....	3,459.55
Car mileage—balance.....	*36,743.34
Hire of equipment.....	3,873.43
Loss and damage.....	49,114.53
Injuries to persons.....	51,032.10
Clearing wrecks.....	2,562.42
Operating marine equipment.....	9,884.41
Advertising.....	14,972.99
Outside agencies.....	67,205.90
Stock yards and elevators.....	5,353.37
Rents for tracks, yards and terminals—page 47, B (121,887.45, terminals).....	191,509.83
Rents of buildings and other property.....	*2,262.19
Stationery and printing.....	15,328.49
Other expenses.....	16,431.79
Total.....	\$1,373,954.24

*Deduct.

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$21,803.94
Salaries of clerks and attendants.....	33,921.53
General office expenses and supplies.....	9,671.58
Insurance.....	14,714.62
Law expenses.....	24,772.39
Stationery and printing (general offices).....	3,495.89
Other expenses.....	10,977.02
Total.....	\$119,356.97

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$388,232.86
Maintenance of equipment.....	450,927.41
Conducting transportation.....	1,373,954.24
General expenses.....	119,356.97
Grand total.....	\$2,332,471.48
Percentage of expenses to earnings—entire line.....	62 per cent

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$87,117.79
Maintenance of equipment.....	109,375.74
Conducting transportation.....	497,968.62
General expenses.....	42,718.00
Total.....	\$737,180.15
Percentage of expenses to earnings—Minnesota.....	54 per cent

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks—				
Between Minneapolis and St. Paul.....		Great Northern Railway...	\$12,000.00	.....
Between Shoreham and Camden Place.....		Northern Pacific Railway..	2,018.40	.....
Total.....				\$14,018.40
Terminals—				
Bridge.....	Sault Ste. Marie.....	New Jersey Bridge Co.....	\$24,484.65	.....
Terminals.....	Sault Ste. Marie.....	D. S. S. & A. Ry.....	4,500.00	.....
Terminals.....	Minneapolis.....	Nor. Pac. and G. N. Rys.....	52,162.36	.....
Terminals.....	St. Paul.....	Nor. Pac. and G. N. Rys.....	26,722.04	.....
Total.....				107,869.05
Grand total rents.....				\$121,887.45

COMPARATIVE GENERAL BALANCE SHEET.

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JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	ASSETS.		Item.	Total.
\$40,774,441.53	Cost of road—page 29.....	.....	\$40,833,435.76	.....
4,516,277.38	Cost of equipment—page 29.....	.....	4,500,460.57	.....
226,100.00	Stocks owned—page 37.....	.....	226,100.00	.....
40,600.00	Bonds owned—page 39.....	.....	40,400.00	.....
5,396,777.72	Advances new branches, including A. B. & N. W. R'y.....	.....	5,396,999.62	.....
224,828.91	Lands owned.....	.....	241,400.99	.....
1,157,492.68	Cash and current assets—page 23.....	.....	1,167,260.83	.....
218,324.18	Other Assets—	.....	292,435.61	.....
998,301.29	Materials and supplies.....	993,936.62
.....	Profit and loss—page 31 (or 33).....
\$53,580,143.69	Grand total.....	\$53,692,430.00

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COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	LIABILITIES.		Item.	Total.
\$21,000,000.00	Capital stock—page 17.....	.....	\$21,000,000.00	.....
29,975,990.41	Funded debt—page 23.....	.....	29,825,339.26	.....
2,520,757.77	Current liabilities—page 23.....	.....	2,784,090.74	.....
83,000.00	Real estate mortgages.....	.....	83,000.00	.....
395.51	Accrued interest on funded debt not yet payable.....
.....	Grand total.....	\$53,692,430.00
\$53,580,143.69	\$112,286.31

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

3. None except filling in of a number of bridges.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Western Express Company. This company is operated in the interest of the Duluth, South Shore & Atlantic Railway and the Minneapolis, St. Paul & Sault Ste. Marie Railway. The net earnings are divided on the gross earnings basis.

2. United States Postoffice Department. Minneapolis to Fairmount, N. D., \$103.46 per mile; Minneapolis to Sault Ste. Marie, Mich., \$117.14 per mile; St. Paul to Cardigan Junction, \$42.75 per mile.

3. Sleepers and diners. This company owns its own sleepers and diners, and operates them jointly with the Canadian Pacific Railway.

7. Telegraph company. This company owns and operates its own telegraph line.

(Page 57.) SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From.	To	Miles.		
Minnesota Pacific R'y, first mortgage	Minneapolis	Boyn-ton, N. D.	287.60	\$1, 150.90	.....
Minneapolis, St. Paul & Sault Ste. Marie R'y, first mortgage..	Sault Ste. Marie and branches	Port-al, N. D.	1, 170.21	14, 405.96	.....
Minneapolis, Sault Ste. Marie & Atlantic R'y, first mortgage	Minneapolis, Sault Ste. Marie and branches	Marie and branches	500.73	16, 535.86

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensa- tion.
General officers	2	626	\$5,450.98	\$8.70
Other officers	3	939	8,113.87	8.64
General office clerks	28	8,764	19,090.84	2.18
Station agents	31	9,703	17,544.05	1.81
Other station men	35	10,955	17,322.21	1.59
Enginemen	25	7,825	49,156.19	6.28
Conductors	16	5,008	20,024.34	4.00
Other trainmen	37	11,581	23,247.63	2.01
Machinists	102	31,926	58,138.99	1.82
Carpenters	83	25,979	44,795.77	1.72
Other shopmen	122	38,186	71,046.00	1.86
Section foremen	36	11,268	21,120.00	1.87
Other trackmen	72	22,536	26,588.06	1.18
Switchmen, flagmen and watchmen	19	5,947	14,344.05	2.41
Telegraph operators and dispatchers	13	4,069	7,868.18	1.93
All other employes and laborers	197	61,661	93,874.89	1.52
Total (including general officers) Minnesota	821	256,973	\$497,726.85	\$1.94
Less general officers	2	626	5,450.98	8.70
Total (excluding general officers) Minnesota	819	256,347	\$492,275.87	\$1.92
DISTRIBUTION OF ABOVE—				
General administration	33	10,329	\$32,655.69	\$3.16
Maintenance of way and structures	305	95,465	141,583.75	1.48
Maintenance of equipment	307	96,091	173,980.76	1.81
Conducting transportation	176	55,088	149,506.65	2.71
Total (including general officers) Minnesota	821	256,973	\$497,726.85	\$1.94
Less general officers	2	626	5,450.98	8.70
Total (excluding general officers) Minnesota	819	256,347	\$492,275.87	\$1.92
Total (including general officers) entire line	2,065	646,345	\$1,315,996.64	\$2.04

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE.—STATE OF
MINNESOTA.

ITEM.	Column	Column for
	for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Revenue and Rates
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	143,645	
Number of passengers carried one mile.....	7,047,251	
Number of passengers carried one mile per mile of road.....	28,405	
Average distance carried.....	49	
Total passenger revenue—page 35.....		\$148,350.41
Average amount received from each passenger.....		1.03.276
Average receipts per passenger per mile.....		.02.105
Total passenger earnings—page 35.....		197,573.45
Passenger earnings per mile of road.....		796.35
Passenger earnings per train mile.....		.71.947
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	1,451,128	
Number of tons carried one mile.....	104,412,444	
Number of tons carried one mile per mile of road.....	420,848	
Average distance haul of one ton.....	72	
Total freight revenue—page 35.....		1,167,440.74
Average amount received for each ton of freight.....		.79.761
Average receipts per ton per mile.....		.01.108
Total freight earnings—page 35.....		1,158,110.55
Freight earnings per mile of road.....		4,667.92
Freight earnings per train mile.....		2.70
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		1,305,791.15
Passenger and freight revenue per mile of road.....		5,263.16
Passenger and freight earnings—page 35.....		1,355,684.00
Passenger and freight earnings per mile of road.....		5,464.26
Gross earnings from operation—page 35.....		1,360,999.78
Gross earnings from operation per mile of road...		5,485.69
Gross earnings from operation per train mile.....		1.93.449
Operating expenses—page 45.....		737,180.15
Operating expenses per mile of road.....		2,971.30
Operating expenses per train mile.....		1.04.781
Income from operation—page 31..... (See page 61)		
Income from operation per mile of road..... (See page 61)		
TRAIN MILEAGE—		
Miles run by passenger trains.....	259,426	
Miles run by freight trains.....	383,379	
Miles run by mixed trains.....	60,737	
Total mileage trains earning revenue.....	703,542	
Miles run by switching trains.....	100,001	
Miles run by construction and other trains.....	19,873	
Grand total train mileage.....	823,416	
Mileage of loaded freight cars—north or east.....	4,360,592	
Mileage of loaded freight cars—south or west.....	3,132,767	
Mileage of empty freight cars—north or east.....	519,540	
Mileage of empty freight cars—south or west.....	1,603,961	
Average number of freight cars in train.....	22	
Average number of loaded cars in train.....	17	
Average number of empty cars in train.....	5	
Average number of tons of freight in train.....	243	
Average number of tons of freight in each loaded car.....	14	

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	276,788			
Number of passengers carried one mile.....	22,362,697			
Number of passengers carried one mile per mile of road.....	18,812			
Average distance carried, miles.....	80.81			
Total passenger revenue—page 35		\$475,704.15		
Average amount received from each passenger.....			1.71	.897
Average receipts per passenger per mile.....				.02.127
Total passenger earnings—page 35.....		694,166.15		
Passenger earnings per mile of road.....		583.97		
Passenger earnings per train mile.....			.69	.950
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	2,067,979			
Number of tons carried one mile.....	475,608,532			
Number of tons carried one mile per mile of road.....	400,105			
Average distance haul of one ton.....	229.99			
Total freight revenue—page 35.....		3,009,713.73		
Average amount received for each ton of freight.....			1.45	.539
Average receipts per ton per mile.....				.00.633
Total freight earnings—page 35.....		3,015,670.88		
Freight earnings per mile of road.....		2,536.93		
Freight earnings per train mile.....			1.80	.512
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		3,485,417.88		
Passenger and freight revenue per mile of road.....			2	.932.10
Passenger and freight earnings—page 35.....		3,709,837.03		
Passenger and freight earnings per mile of road.....			3	120.89
Gross earnings from operation—page 35.....		3,785,872.20		
Gross earnings from operation per mile of road.....			3	142.79
Gross earnings from operation per train mile.....				1.40.288
Operating expenses—page 45		2,332,471.48		
Operating expenses per mile of road.....			1	.962.19
Operating expenses per train mile.....				.87.588
Income from operation—page 31.....		1,403,400.72		
Income from operation per mile of road.....			1	180.60
TRAIN MILEAGE—				
Miles run by passenger trains.....	329,528			
Miles run by freight trains.....	1,482,068			
Miles run by mixed trains.....	251,407			
Total mileage trains earning revenue.....	2,663,003			
Miles run by switching trains.....	318,515			
Miles run by construction and other trains.....	83,922			
Grand total train mileage.....	3,065,440			
Mileage of loaded freight cars—north or east.....	19,923,024			
Mileage of loaded freight cars—south or west.....	13,538,670			
Mileage of empty freight cars—north or east.....	1,780,533			
Mileage of empty freight cars—south or west.....	7,710,969			
Average number of freight cars in train.....	.26			
Average number of loaded cars in train.....	.20			
Average number of empty cars in train.....	.66			
Average number of tons of freight in train.....	285			
Average number of tons of freight in each loaded car.....	14			

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Grain.....	537,026	2,242	539,268	37.16
Flour.....	271,615	26	271,641	18.72
Other mill products.....	14,812	144	14,956	1.04
Hay.....	5,088	346	5,434	.38
Fruit and vegetables.....	3,566	2,975	6,541	.45
Other agricultural products.....	1,762	182	1,944	.14
Live stock.....	12,065	63	12,128	.84
Dressed meats.....	7,312	14	7,326	.51
Poultry, game and fish.....	778	1,259	2,037	.14
Wool.....	1,438	91	1,529	.11
Hides and leather.....	1,285	386	1,671	.12
Anthracite coal.....	2,406	41,070	43,476	3.00
Bituminous coal.....	1,966	50,713	52,679	3.63
Ores.....	2,479	7,324	9,803	.68
Stone, sand and other like articles.....	688	446	1,134	.07
Salt.....	1,746	3,615	5,361	.37
Lumber.....	305,069	39,494	344,563	23.75
Charcoal.....		555	555	.03
Petroleum and other oils.....	3,115	2,466	5,581	.39
Sugar.....	958	10,139	11,097	.76
Iron, pig and bloom.....	2,056	2,003	4,059	.28
Iron and steel rails.....	614		614	.04
Other castings and machinery.....	4,939	6,069	11,008	.76
Bar and sheet metal.....	304	388	692	.05
Cement, brick and lime.....	11,101	65	11,166	.76
Agricultural implements.....	1,839	525	2,364	.15
Wagons, carriages, tools, etc.....	353	449	782	.05
Wines, liquors and beers.....	2,584	174	2,758	.19
Household goods and furniture.....	1,276	194	1,470	.10
Merchandise.....	33,822	19,541	53,363	3.67
Wire.....	1,360	217	1,577	.11
Miscellaneous other commodities not mentioned above.....	9,181	13,370	22,551	1.55
Total tonnage—Minnesota.....	1,244,583	206,545	1,451,128	100.00
Total tonnage—entire line.....	1,632,237	435,742	2,067,979	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives (Owned and Leased)—						
Passenger.....	21	21	21	Westinghouse.....		
Freight.....	2	78	77	Westinghouse.....		
Switching.....	1	6				
Total locomotives in service.....	1	105	98			
Less locomotives leased.....		26	26			
Total locomotives owned.....		79	72			
Cars (Owned and Leased, in Passenger Service)—						
First class cars.....	15	15	15	Westinghouse.....	15	Trojan.
Second class cars.....	16	16	16	Westinghouse.....	16	Trojan.
Combination cars.....	7	7	7	Westinghouse.....	7	Trojan.
Dining cars.....	3	3	3	Westinghouse.....	3	Trojan.
Sleeping cars.....	8	8	8	Westinghouse.....	8	Trojan.
Baggage, express and postal cars.....	15	15	15	Westinghouse.....	15	Trojan.
Total.....		64	64	Westinghouse.....	64	
In Freight Service—						
Box cars.....	74	4,818	671	Westinghouse.....	624	Trojan.
Flat cars.....	3	705	50	Westinghouse.....	5	Washburn.
Stock cars.....		101			2	Hein.
Coal cars.....		53				
Refrigerator cars.....		14			12	Trojan.
Other cars in freight service.....		160			150	Janney.
Total.....	71	5,851	720		793	
In Company's Service—						
Officers' and pay cars.....		4	4	Westinghouse.....	4	Trojan.
Gravel cars.....		52	50	Westinghouse.....		
Derrick cars.....		2				
Caboose cars.....		73				
Other road cars.....		8				
Total.....		139	54		4	
Total cars in service.....	69	6,054	839		861	
Less cars leased.....	32	2,098	400	Westinghouse.....	394	
Total cars owned.....	101	3,956	439		467	
Cars contributed to fast freight line service.....		479			52	

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EXPLANATORY REMARKS.

Other cars in freight service—	
Ore cars.....	150
Furniture cars.....	10
Total.....	160

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1,039.22	130.99	.....	.....	.....	18.50	1,188.71	.....	.....	1,170.21
Miles of yard track and sidings, main line and branches.....	133.00	.....	.....	.....	.....	.....	133.00	.....	.....	133.00
Total mileage operated (all tracks).....	1,172.22	130.99	.....	.....	.....	18.50	1,321.71	.....	.....	1,303.21

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Michigan.....	192.01	6.83	.....	.....	.....	.....	199.23	.....	.....	198.89
Wisconsin.....	262.80	13.22	.....	.....	.....	.34	276.02	.....	.....	276.02
Minnesota.....	223.59	6.35	.....	.....	.....	18.16	248.10	.....	.....	229.94
North Dakota.....	350.82	104.54	.....	.....	.....	.....	465.36	.....	.....	465.36
Total mileage operated (single track).....	1,039.22	130.99	.....	.....	.....	18.50	1,188.71	.....	.....	1,170.21

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Michigan.....	192.01	6.88	198.89	.....	.....	198.89
Wisconsin.....	262.80	13.22	276.02	.....	.....	276.02
Minnesota.....	223.59	6.35	229.94	.....	.....	229.94
North Dakota.....	360.82	104.54	465.36	465.36
Total mileage owned (single track).....	1,039.22	130.99	1,170.21	1,170.21

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	223.59	6.35				18.16	248.10			248.10
Miles of yard track and sidings.....	23.56						23.56			23.56
Total mileage operated (all tracks).....	247.15	6.35				18.16	271.66			271.66

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OF MINNESOTA—	223.59	1.01				18.16	241.75			241.75
St. Croix river to Bois de Sioux.....		1.01					1.00			1.01
Camden to Shoreham.....		5.34					5.34			5.34
Cardigan to St. Paul.....										
Total mileage operated (single track).....	223.59	6.35				18.16	248.10			248.10

C. Mileage of Line Owned (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
St. Croix river to Bois de Sioux.....	223.59			223.59			223.59
Camden to Shoreham.....		1.01		1.01			1.01
Cardigan to St. Paul.....		5.34		5.34			5.34
Total mileage owned (single track).....	223.59	6.35		229.94			229.94

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard, Lbs.	Av. Price Per Ton at Distrib'ting Point.	Kind.	Number.	Av. Price at Distributing Point.
Steel.....	120	60	\$30.00	Hard	12, 233	\$0.38½
Total	120	60	\$30.00	Soft.....	37, 568	.19
				Culled, soft.....	6, 153	.10
				Switch	1, 088	.60
				Bridge	1, 907	.40
				Total	58, 949	.....

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger	8, 857.91	215.99	8, 965.91	275, 616	65.06
Freight	21, 886.17	318.79	22, 045.56	531, 890	82.89
Construction	657.00	23.45	668.73	31, 379	42.62
Total	31, 401.08	558.23	31, 680.20	858, 885	73.77
Average cost at distributing point.....	\$2.39	\$1.60	.....	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchm'n, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....		4		2				6
Falling from trains and engines...		3				2		5
Derailments.....		4						
At stations.....		2		2		7		11
Other causes.....						65		65
Total		13		4		76		91

Derailments, Passengers Injured, 47. Trespassing, killed 1, injured, 2.

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EXPLANATORY REMARKS.

Other Employees Injured by Other Causes.— Helper, nail torn off finger; handling piece casting. Machinist, bruised left foot; dropped drawbar. Car repairer, bruised left hand; dropped drawbar. Car repairer, cut left foot; stepped on nail. Tinsmith, back sprained; lifting cylinder head. Painter, nail in foot; jumping off car. Helper, metal in eye; drill press. Helper, pinched fingers; dropped drawbar. Car repairer, bruised right knee; slipped on truck. Helper, toes bruised; dropped block. Machinist, fingers bruised; sledge glanced. Car repairer, nail off finger; jack slipped. Machinist, metal in eye; planer. Carpenter, ankle sprained; slipped. Machinist, metal in eye; lathe. Car repairer, fingers bruised; dropped wedge. Machinist, injured palm of hand; drill. Coaler, mashed little finger; windlass. Car repairer, rust in eye. Laborer, rust in eye; driving bolts. Helper, finger crushed; wheel press. Helper, strained testicles; lifting axle. Boiler maker, nose bruised; struck with hammer. Helper, sprained back; slipped. Machinist, emery dust in eye; grinding tools. Machinist, foot bruised; dropped casting. Machinist, foot bruised; dropped jack. Machinist, foot bruised; dropped block. Machinist, back strained; lifting. Car repairer, two fingers smashed; unloading timber. Helper, eye cut; driving rivets. Helper, metal in eye; drilling. Helper, thumb broken, first finger off; steam hammer. Helper, both hands cut; steam hammer. Brass molder, eyes burnt; crucible tipped over. Machinist, finger jammed; erecting grindstone. Machinist, metal in eye; lathe. Helper, emery dust in eyes; lathe. Machinist, toes cut; dropped casting. Machinist, arm scalded; hose blew off sleeve. Boiler maker, wrist sprained; slipped. Helper, side sprained; slipped. Wiper, ran nail in foot. Painter, foot bruised; fell off trestle. Engine wiper, face cut; hit by hose. Helper, leg scalded; steam hose disconnected. Laborer, leg bruised; unloading planks. Blacksmith, arm burned; slipped with a "molding heat." Laborer, ankle bruised; caught in door. Helper, eye burnt; spark. Machinist, metal in eye. Tinsmith, metal in eye. Carpenter, eye burnt; cinder. Laborer, thumb cut; snow plow. Laborer, finger crushed. Helper, arm bruised; drill press. Helper, scalded hand; steam connection broke. Trackman, left eye destroyed; hit by broken spike. Helper, metal in eye. Carpenter, three fingers cut; rip saw. Helper, scalp wound; hit by rail. Boiler maker, thumb cut; shear press. Helper, foot bruised, drill press. Boiler maker, metal in eye; cutting rivets. Foreman, foot jammed; dropped axle.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 75.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.						
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Num. ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Minneapolis	Sault Ste. Marie	490.94	448	89.83	401.11	128.20	1,079	4,877.0	179.84	1,087	502.0	182.90
Cardigan Junction	St. Paul	5.34	13	2.41	2.93	1.32	5	3.0	1.31	13	11.1	2.71
Dresser Junction	St. Croix Falls	4.05	8	1.43	2.62	.51	14	9.0	1.29	9	125.0	2.25
Minneapolis	Kulm	308.46	177	28.56	279.90	92.00	873	3,425.0	128.68	690	294.2	87.78
Hankinson	Portal	344.36	169	40.41	303.95	101.70	232	2,292.5	155.71	167	1,482.9	86.95
Shoreham	Camden Place	1.01	3	.44	.57	.62	.....	.....	.....	2	8.5	.39
East of Gladstone .....	.....	1.10	3	.40	.70	.52	1	.9	.08	2	11.3	.50
East of Gladstone .....	.....	1.13	2	.25	.88	.40	1	21.3	.42	2	2.0	.31
East of Masonville .....	.....	.39	2	.89	.....	.10	2	1.8	.13	2	7.9	.16
East of Seaf .....	.....	1.51	10	1.10	.41	.....	6	9.3	.43	6	50.2	1.08
South of Cherry .....	.....	.73	2	.34	.39	.13	1	7.7	.07	2	8.5	.53
South of East Lake .....	.....	.61	3	.32	.29	.....	2	9.7	.14	3	20.5	.47
South of Marblehead .....	.....	1.41	5	.31	1.10	.....	3	54.0	1.29	2	6.0	.12
Brantwood	End of track	4.57	5	1.45	3.12	1.01	3	45.6	1.06	5	109.1	2.80
North from Glen Flora .....	.....	.40	8	.26	.14	.....	2	15.3	.18	1	17.2	.22
North from Prentice .....	.....	.53	3	.46	.07	.....	1	24.0	.33	1	11.5	.20
North from Rhineclander .....	.....	.62	2	.24	.38	.30	1	4.9	.02	2	4.9	.30
North from Armstrong creek .....	.....	3.05	7	1.41	1.64	.84	2	42.5	1.53	3	19.3	.68
Total .....	.....	1,170.21	865	170.01	1,000.20	327.65	2,228	10,832.4	472.51	1,999	2,692.2	370.05

(Page 75.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Lowest Above Surface of Rail, Feet.
Bridges—					Overhead Highway Crossings—		
Iron.....	138 $\frac{1}{2}$	95	95	95	Trestles.....	3	227
Wooden.....	138	21,067	15	953	Total.....	3	
					Overhead Railway Crossings—		
					Bridges.....	1	203
Total.....	138 $\frac{1}{2}$	21,162			Total.....	1	

Gauge of track, 4 feet 8 $\frac{1}{2}$ inches. 229.94 miles.

TELEGRAPH.

Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of line	255.3
Miles of wire.....	718.3

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CAR MILEAGE.

Mileage Paid to Companies Named Below for the Year Ending June 30, 1896.

Name of Owner.	Description.	1 Cent.	$\frac{3}{4}$ Cent.	6-10 Cent.
Armour Car Lines..... {	Refrigerator.....	\$201.81	\$545.83	.....
Arms Palace Horse Cars.....	Box.....	.....	.....	\$27.81
Anglo-American Provision Co.....	Stock.....	.....	.....	8.07
American C. C. D.....	Refrigerator.....	.....	429.58	.....
Burton Stock Car Co.....	Box.....	.....	.....	69.76
Bristol Horse Car Co.....	Stock.....	.....	.....	8.26
Canada C. C. Co.....	Stock.....	.....	.....	2.94
Cudahy Refrigerator Line.....	Stock.....	.....	.....	3,250.84
Cudahy Milwaukee R. L.....	Refrigerator.....	250.13	67.68	.....
Craig Oil Tank Co.....	Refrigerator.....	.....	.52	.....
Cornplanter Tank Line.....	Tank.....	.....	140.76	.....
Chicago R. C. L.....	Tank.....	.....	6.70	.....
Commerce Dispatch Line.....	Refrigerator.....	.....	66.48	.....
Continental Refrigerator Co.....	Box.....	.....	.....	11.17
Dold Packing Co.....	Tank.....	.....	6.69	.....
Empire Oil Works.....	Refrigerator.....	5.64	.....	.....
Ellsworth, J. W. & Co.....	Tank.....	.....	5.10	.....
Globe Tank Line.....	Box.....	.....	.....	1.80
Hammond Refrigerator Line.....	Tank.....	.....	6.69	.....
Kansas City Dressed Beef Line..... {	Refrigerator.....	70.50	69.55	.....
Keystone Palace Horse Car Co.....	Refrigerator.....	9.94	667.51	45.71
Laurel Hill Car Co.....	Ventilator.....	.....	.....	3.38
Lipton Refrigerator Line.....	Stock.....	.....	.....	1.34
Minneapolis Stock Yards & Packing Co.....	Box.....	.....	.....	8.08
Mather H. & S. Co.....	Refrigerator.....	45.12	.....	.....
Manhattan Oil Co.....	Refrigerator.....	.....	63.59	3.63
Moran Refrigerator Line.....	Stock.....	.....	.....	8.69
Nelson, Morris & Co.....	Tank.....	.....	25.18	.....
Paragon Refining Co.....	Refrigerator.....	11.28	.....	.....
Peoria Malting Co.....	.....	.....	18.87	.....
Peerless Tank Line.....	Tank.....	.....	276.42	.....
Plankinton Refrigerator Co.....	Refrigerator.....	.....	.....	2.44
Penn Refrigerator Co.....	Tank.....	.....	6.70	.....
Street's Stable Car Co.....	Refrigerator.....	.....	1.09	.....
Swift Refrigerator Line..... {	Tank.....	.....	1.67	.....
St. Paul Refrigerator Car Co.....	Stock.....	.....	.....	28.21
St. Oil Line.....	Refrigerator.....	13.31	23.82	.....
Union Tank Line..... {	Box.....	.....	12.49	.....
Washington Refrigerator Co.....	Refrigerator.....	.....	1,869.27	.....
West Roll S. & E. Co.....	Tank.....	.....	6.70	.....
	Box.....	.....	854.51	.....
	.....	.....	.....	1.18
	.....	.....	3.34	.....
	.....	.....	.....	12.06
Total .....	.....	\$507.73	\$5,176.74	\$3,496.37

Northern Pacific Railroad Company.

EDWIN H. McHENRY and FRANK G. BIGELOW, Receivers.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Northern Pacific Railroad Company; Edwin H. McHenry and Frank G. Bigelow, Receivers.

2. Date of organization? Sept. 29, 1875.

3. Under laws of what government, state or territory organized? If more than one name all; give reference to each statute and all amendments thereof. Chartered by act of congress, July 2, 1864.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Not a consolidated company.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Northern Pacific Railroad Company. Chartered, by act of congress, July 2, 1864.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Brayton Ives.....	New York.....	October, 1896
August Belmont.....	New York.....	October, 1896
Henry L. Burnett.....	New York.....	October, 1896
J. Horace Harding.....	Philadelphia.....	October, 1896
Marcellus Hartley.....	Philadelphia.....	October, 1896
Edward C. Hegler.....	La Salle, Ill.....	October, 1896
Wm. E. Rogers.....	New York.....	October, 1896
Wilbur F. Sanders.....	Helena, Mont.....	October, 1896
John E. Searles.....	New York.....	October, 1896
Winthrop Smith.....	Philadelphia.....	October, 1896
Charlemagne Tower, Jr.....	Philadelphia.....	October, 1896
Donald Mackay.....	New York.....	October, 1896
Silas W. Pettit.....	Philadelphia.....	October, 1896

Total number of stockholders at date of last election? 6,234.

Date of last meeting of stockholders for election of directors? Oct. 17, 1895.

Give postoffice address of general office of receivers? 45 Wall street, New York.

Give postoffice address of operating office? St. Paul, Minn.

OFFICERS.

(Page 7.) Title.	Name.	Location of Office.
Receivers.....	{ Edwin H. McHenry.....	St. Paul, Minn.
	{ Frank G. Bigelow... ..	Milwaukee, Wis.
President.....	Brayton Ives.....	New York
First vice president.....	Donald Mackay.....	New York
Secretary, corporation	Geo. W. Board.....	New York
Treasurer	C. A. Clark.....	St. Paul, Minn.
Assistant treasurer.....	W. G. Ward.....	New York
Attorney, or general counsel.....	C. W. Bunn.....	St. Paul, Minn.
Comptroller.....	John Scott.....	New York.
Auditor.. ..	M. P. Martin.....	St. Paul, Minn.
Assistant auditor.....	A. S. Morton.....	St. Paul, Minn.
General manager.....	J. W. Kendrick.....	St. Paul, Minn.
Assistant general manager....	W. G. Pearce.....	St. Paul, Minn.
Chief engineer.....	W. L. Darling.....	St. Paul, Minn.
General superintendent	M. C. Kimberly.....	St. Paul, Minn.
Asst. general superintendent.....	G. W. Dickinson.....	Tacoma, Wash.
Division superintendent.....	A. E. Law.....	Minneapolis, Minn.
Division superintendent.....	F. W. Wilsey	Duluth, Minn.
Division superintendent.....	F. W. Vanderslice.....	Winnipeg, Man.
Division superintendent.....	C. G. Wilson.....	Jamestown, N. D.
Division superintendent.....	F. C. Potter.....	Glendive, Mont.
Division superintendent.....	J. D. Finn.....	Livingston, Mont.
Division superintendent.....	E. J. Pearson.....	Missoula, Mont.
Division superintendent.....	F. W. Gilbert.....	Spokane, Wash.
Division superintendent.....	Jas. McCabe.....	Tacoma, Wash.
Superintendent of telegraph.....	O. C. Greene.....	St. Paul, Minn.
Traffic manager.	J. M. Hannaford.....	St. Paul, Minn.
General freight agent	S. L. Moore.....	St. Paul, Minn.
Asst. general freight agent ..	S. G. Fulton.....	Portland, Ore.
General passenger agent.....	Chas. S. Fee	St. Paul, Minn.
Asst. general passenger agt.....	B. N. Austin.....	St. Paul, Minn.
General ticket agent	Chas. S. Fee.....	St. Paul, Minn.
Asst. general ticket agent.....	A. L. Craig.....	St. Paul, Minn.
General baggage agent.....	W. H. Lowe.....	St. Paul, Minn.
Superintendent of express.....	J. M. Hannaford.....	St. Paul, Minn.
Land commissioner.....	Wm. H. Phipps.....	St. Paul, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
1. a Northern Pacific R. R.....	Wisconsin State Line...	Dakota state line.....	.....	237.10
b Northern Pacific R. R.....	Sundry spurs.....	.....	.....	12.18
2. Little Falls & Dakota R. R.....	Little Falls.....	Morris, Minn.....	89.28	.....
N. P. Fergus & Black Hills R. R.	Wadena Junction.....	Dakota state line.....	75.05	.....
Duluth, Crookston & Nor. R. R.	Fertile.....	Carthage.....	44.51	.....
4. Duluth & Manitota R'y.....	Winnipeg Junction.....	Dakota state line.....	113.27	.....
St. Paul & Northern Pacific R'y..	St. Paul.....	Staples and Brainerd..	192.50	.....
5. St. Paul Union Depot Co.....	Tracks in St. Paul.....	.....	.56	.....
Great Northern R'y.....	Tracks in St. Paul and	Minneapolis	12.12	.....
Minneapolis & St. Louis R'y.....	Tracks in Minneapolis	.....	1.62	.....
Minneapolis Union R'y.....	Tracks in Minneapolis	.....	2.60	.....
Tracks Owned Jointly—				16.90
N. P. R. R. and St. P. & D. R. R.	Duluth.....	Carlton	22.92	.....
Spurs in Duluth, Minn—				
N. P. R. R. and St. P. & D. R. R.	.....	.....	4.76	.....
N. P. R. R. Co., St. P. & D. R. R.	.....	.....	.14	.....
Co. and C. St. P. M. & O. R'y Co.	.....	.....
N. P. R. R. Co., St. P. & D. R. R.	.....	.....	1.48	.....
Co., C. St. P. M. & O. R'y Co.	.....	.....		29.30
and Duluth Transfer R'y Co..		
Total	810.09

Average mileage operated during the year, 766.63.

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PROPERTY OPERATED.

(For Roads Making Operating Reports.)

NAME.	TERMINALS.		Miles of Line for Each R'd Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
1 a. Northern Pacific R. R.....	Ashland, Wis.....	Portland, Ore.....	2, 136.06	.....
b. Northern Pacific R. R.....	Sundry branches and spurs .....	.....	81.57	.....
2. Little Falls & Dakota R. R.....	Little Falls, Minn.....	Morris, Minn.....	89.28	.....
N. P., Fergus & B. Hills R. R....	Wadena Jct., Minn.....	Milnor, Minn.....	117.23	.....
Southeastern Dakota R. R.....	Fairview, N. D.....	Bayne, N. D.....	14.84	.....
Fargo & Southwestern R. R.....	Fargo Jct., N. D.....	La Moure, N. D.....	87.51	.....
N. P., La Moure & Mo. Riv. R. R.	La Moure, N. D.....	Edgeley, N. D.....	21.33	.....
Sanborn, Coop. & T. Mt'n R. R....	Sanborn, N. D.....	Cooperstown, N. D.....	36.75	.....
Jamestown & Northern R. R.....	Jamest'n & Carringt'n	Min'wauk'n & Sykest'n	102.59	.....
Jamestown & North'n extension	Minnewaukan.....	Leeds.....	18.03	.....
Dul., Crookston & North'n R. R.	Fertile, Minn.....	Carthage, Minn.....	44.51	.....
N. P. & Manitoba R'y.....	International bound'ry	Winnipeg, Man.....	65.94	.....
Winnipeg Transfer R'y.....	Portage Jct.....	Portage La Prairie.....	52.52	.....
Rocky Fork & Cooke City R. R....	Morris.....	Brandon.....	145.42	.....
Rocky Mt'n R. R. of Mont.....	Tracks in Winnipeg....	.....	1.24	.....
Helena & Jefferson Co. R. R.....	Laurel.....	Red Lodge, Mont.....	45.43	.....
Cœur d'Alene R'y & Nav. Co.....	Livingston.....	Cinnabar, Mont.....	52.89	.....
Spokane & Idaho R. R.....	Prickly Pear Jct.....	Wickes, Mont.....	22.07	.....
Clealum R. R.....	Mission.....	Burke & State L., Idaho	52.15	.....
Green River & Northern R. R....	Hauser Jct.....	Cœur d'Alene, Idaho...	14.27	.....
N. P. & Cascade R. R.....	Clealum.....	Mine No. 3, Wash.....	5.37	.....
Tac., Orting & Southeastern R. R.	Palmer.....	Nibl'ks & K'ngl'y, Wash	12.48	.....
N. P. & Puget Sound R. R.....	Cascade.....	Wilkeson & Carbonado.	19.48	.....
United R. R. of Washington...	Orting.....	Puyallup River, Wash.	10.92	.....
St. Paul & Northern Pacific R'y.	Meeker.....	Seattle & Seattle B't L.	44.38	.....
Duluth & Manitoba.....	Centralia & Lake View	Ocosta & Cosmopolis }	184.37	.....
James River Valley R. R.....	Aberdeen Jct.....	Aberdeen.....	.....	.....
N. P. & Montana R. R.....	Chehalis.....	South Bend.....	.....	.....
St. Paul.....	St. Paul.....	Staples & Brainerd.....	192.50	.....
Duluth & Manitoba.....	Winnipeg Jct., Minn...	International bound'ry	210.12	.....
James River Valley R. R.....	Jamestown.....	Oakes, N. D.....	63.75	.....
N. P. & Montana R. R.....	Logan & De Smet.....	Butte and State Line }	367.38	.....
N. P. & Montana R. R.....	Jefferson.....	Calvin.....	.....	.....
N. P. & Montana R. R.....	Boulder.....	Elkhorn.....	.....	.....
N. P. & Montana R. R.....	Clough Jct.....	Marysville.....	.....	.....
N. P. & Montana R. R.....	Drummond.....	Rumsey.....
N. P. & Montana R. R.....	Missoula.....	Grantsdale.....
Total carried forward	833.75	3, 478.63

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PROPERTY OPERATED—Continued.

NAME.	TERMINALS.		Miles of Line for Each R'd Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
Total brought forward.....			833.75	3,478.63
4. Helena & Red Min. R. R.....	Helena.....	Rimini, Mont.....	18.16	.....
Spokane & Palouse R'y.....	Marshall Jct., Wash.....	Julietta & Genesee, Ida.....	153.75	.....
				1,005.66
5. St. Paul Union Depot Co.....	In St. Paul.....		.56	.....
Great Northern R'y Co.....	St. Paul.....	Minneapolis.....	12.12	.....
Minneapolis Union R'y.....	In Minneapolis.....		2.60	.....
Minneapolis & St. Louis R'y.....	In Minneapolis.....		1.62	.....
N. P. Terminal Co.....	In Portland, Ore.....		1.32	.....
				18.22
Tracks Owned Jointly—				
N. P. R. R. & St. P. & Dul. R. R...	Carlton.....	Duluth.....	22.92	.....
N. P. R. R., St. P. & Sup. Short Line, etc.....	Spurs and terminals.....	Tracks in Duluth.....	6.38	.....
N. P. R. R., St. P. & Sup. Short Line, etc.....	Spurs and terminals.....	Tracks in Superior.....	1.01	.....
				30.31
				4,532.82
Crossing Columbia river.....				.98
Total mileage operated.....				4,533.80
Average mileage operated during year.....				4,404.34

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EXPLANATORY REMARKS.

Tracks Owned Jointly—			
N. P. R. R. and St. P. & Dul. R. R., Duluth to Carlton, Minn.....			22.92
Spurs in Duluth, Minn.—			
N. P. R. R. and St. P. & Dul. R. R. Co.....			4.76
N. P. R. R. Co., St. P. & Dul. R. R. Co. and C., St. P., M. & O. R'y Co.....			.14
N. P. R. R. Co., St. P. & Dul. R. R. Co., C., St. P., M. & O. R'y Co. and Dul. Tran. R'y Co.....			1.48
			6.38
Spurs in Superior, Wis.—			
N. P. R. R. Co. and C., St. P., M. & O. R'y Co.....			1.01
Total.....			30.31

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.	Dividends Declared during Year.	
					Rate, Per Ct.	Amount.
Capital stock, common.....	490,000	\$100.00	\$49,000,000	\$49,000,000.00	.....	.....
Capital stock, preferred.....	510,000	100.00	51,000,000	35,238,346.86	.....	.....
Total....	1,000,000	\$100.00	\$100,000,000	\$84,238,346.86	....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for reorganization—common.....	490,000	\$49,000,000
Issued for reorganization—preferred.....	510,000	51,000,000
Total.....	1,000,000	\$100,000,000

REMARKS.—All stock is issued in consideration and pursuance of the plan of reorganization, adopted at a meeting of the holders of the first mortgage bonds, of the former organization, recognized and affirmed by the court in the proceedings whereby said mortgage was foreclosed. Copy of the plan of reorganization filed with report for the year ending June 30, 1888.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate, Per Ct.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Am't Acord'd during Y'r.	Am't Paid during Y'r.
General first mortgage	1881	1921	\$46,943,000.00	\$46,943,000.00	\$41,541,000.00	\$44,135,280.80	6	Jan., July	\$2,552,730	\$2,545,590
General second mortgage	1883	1923	20,000,000.00	20,000,000.00	19,216,000.00	16,485,389.76	6	April, Oct.	1,152,960	510
General third mortgage	1887	1937	12,000,000.00	11,461,000.00	13,361,000.00	9,197,921.00	6	June, Dec.	2,276,000	90
Consolidated mortgage	1889	1939	160,000,000.00	48,867,000.00	48,867,000.00	42,136,751.62	5	June, Dec.	2,276,000	110,355
Missouri division mortgage	1879	1919	2,500,000.00	2,500,000.00	2,499,738.00	2,499,738.00	6	May, Nov.	21,280	22,170
Pend d'Oreille mortgage	1879	1919	4,500,000.00	4,500,000.00	344,000.00	4,335,599.75	6	Oct., Sept.	31,170	553,650
Dividend certificates extended	1887	1907	4,640,821.20	4,640,821.20	619,500.00	4,640,821.20	6	Jan., July	569,640	
Collateral trust notes	1893	1898	15,000,000.00	9,494,000.00	9,494,000.00	9,007,950.00	6	May, Nov.		
Total mortgage bonds			\$50,583,821.20	\$38,911,821.20	\$23,744,500.00	\$23,422,112.13			\$6,800,915	\$2,678,715
Miscellaneous obligations			16,000,000.00	9,494,000.00	9,494,000.00	9,007,950.00			569,640	553,650
Grand total			\$66,583,821.20	\$48,405,821.20	\$33,238,500.00	\$32,430,062.13			\$7,370,555	\$3,232,365

(Page 21.)

FUNDED DEBT—Continued.

EQUIPMENT TRUST OBLIGATIONS.

A. General Statement.

SERIES OR OTHER DESIGNATION.	Date of Contract.	Term.	Number of Payments.	Equipment Covered.
Northwest Equipment Co.....	1888	10 years	One.	82 locomotives, 2,630 box cars, 500 coal and dump cars, 550 furniture cars, 10 passenger cars, 50 refrigerator cars, 5 express cars, 20 emigrant cars, 6 mail and express cars.

B. Statement of Amount.

SERIES OR OTHER DESIGNATION.	Cash Paid on Delivery of Equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
		Original Amount.	Amount Outstanding.	Original Amount.	Am't Accrued during Year.	Amount Paid during Year.
Northwest Equipment Co	\$3,000,000.00	\$3,000,000.00	.....	\$210,000.00	\$210,000.00
Total.....	\$3,000,000.00	\$3,000,000.00	.....	\$210,000.00	\$210,000.00
						7
					

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$138,911,821.20	\$123,744,500.00	\$6,800,915.00	\$2,678,715.00
Miscellaneous obligations—page 19.....	9,494,000.00	9,494,000.00	569,640.00	553,650.00
Income bonds—page 19.....				
Equipment trust obligations—page 21.....	3,000,000.00	3,000,000.00	210,000.00	210,000.00
Total.....	\$151,405,821.20	\$136,238,500.00	\$7,580,555.00	\$3,442,365.00

RECEIVERS' CERTIFICATES.

DATE ISSUED.	Amount Issued.	Amount Outstanding.	PRINCIPAL.		INTEREST.	
			Amount Paid.	Am't Funded or Otherwise Disposed of	Amount Acc'd during Year.	Amount Paid during Year.
October 1, 1893.....	\$1,027,000.00					
Dated October 1, 1894.....						
Issued October 31, 1894.....	2,500,000.00	\$2,500,000.00				
Issued December 14, 1894.....	1,260,000.00	1,260,000.00				
Issued December 31, 1894.....	370,000.00	370,000.00				
Issued February 28, 1895.....	770,000.00	770,000.00				
Total.....	\$5,927,000.00	\$4,900,000.00	\$2,027,000.00		\$294,000.00	\$294,405.00
						6%

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$4,181,304.50	Receivers' certificates.....	\$4,900,000.00
Bills receivable.....	197,880.81	Loans and bills payable.....	200,000.00
Due from agents and conductors.....	538,346.66	Audited vouchers and accounts.....	2,468,052.34
Due from companies and individuals.....	2,321,483.55	Wages and salaries.....	981,644.56
Net traffic balances due from other companies.....	40,160.77	Dividends not called for.....	7,144.00
Total cash and current assets.....	\$7,279,176.29	Matured interest coupons unpaid (including coupons due July 1)....	13,733,035.42
Balance current liabilities.....	15,010,600.03		
Total.....	\$22,289,776.32	Total.....	\$22,289,776.32
Materials and supplies on hand, \$1,206,452.34. (See general balance sheet, page 49.)			

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$84,238,346.86	\$84,238,346.86	.....	3,441.64	\$24,476.00
Bonds—page 19 (grand total—see note).....	129,376,500.00	129,376,500.00	.....	3,441.64	37,692.00
Equipment trust obligations—page 21.....	3,000,000.00	3,000,000.00	.....	3,441.64	872.00
Total	\$216,614,846.86	\$216,614,846.86	.....	3,441.64	\$62,940.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded) the Operations of which are Included in the Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Northern Pacific Railroad and branch lines owned.....	\$84,238,346.86	\$132,376,500.00	\$216,614,846.86	3,441.64	\$62,940.00
James River Valley	1,000,000.00	963,000.00	1,963,000.00	30,792.00	
Spokane & Palouse.....	1,000,000.00	1,766,000.00	2,766,000.00	153.75	17,990.00
Duluth & Manitoba	2,000,000.00	3,101,000.00	5,101,000.00	210.12	24,277.00
Helena & Red Mountain	400,000.00	400,000.00	800,000.00	18.16	44,053.00
Northern Pacific & Montana	1,878,600.00	8,843,000.00	10,721,600.00	367.38	29,184.00
Coeur d'Alene Railway & Navigation Co.....	1,000,000.00	1,238,000.00	2,238,000.00	52.15	42,915.00
St. Paul & Northern Pacific Railway Co.....	7,000,000.00	8,423,000.00	15,423,000.00	192.50	80,119.00
Central Washington R. R. turned over to Receiver Chamberlain Nov. 1, 1895.	\$98,516,946.86	\$157,110,500.00	\$255,627,446.86	4,499.45	\$56,813.00
Total.....	1,500,000.00	2,150,000.00	3,650,000.00	109.41	33,361.00
Total.....	\$100,016,946.86	\$159,260,500.00	\$259,277,446.86	4,608.86	\$56,256.00

EXPLANATORY REMARKS.

Northern Pacific consolidated mortgage bonds issued for Central Washington Ry., \$400,000; Northern Pacific & Montana R. R., \$3,462,000; total, \$3,862,000, deducted from Northern Pacific Railroad and added to branch lines.

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

(Page 23.)

ITEM.	EXPENDITURES DURING YEAR.		Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
	Included in Operating Expenses.	Charged to Construction or Equipment.*			
CONSTRUCTION—					
Property acquired under decree in 1875				\$67,576,065.98	
Right of way.....	\$6,490.56	†\$186,728.82	\$67,762,794.80		
Other real estate.....	2,500.00	104,611.19	391,703.66		
Fences.....	19,268.95		276,052.18		
Grading and bridge and culvert masonry.....	228,278.45		322,701.02		
Bridges and trestles.....	179,681.27		21,168,904.43		
Rails.....	39,599.47		8,946,652.07		
Ties.....	1,116.90		12,063,195.01		
Other superstructure.....	2,761.76		2,231,149.42		
Buildings, furniture and fixtures.....	56,560.94		4,292,449.70		
Shop machinery and tools.....			6,302,830.29		
Engineering expenses.....	10,210.52	240.00	354,326.01		
Interest during construction.....			2,890,326.39		
Discount on securities sold for construction.....		†\$36.90	4,534,882.15		
Telegraph line.....	1,632.12		17,570,100.16		
Wharves, etc.....	46,775.56		298,594.36		
Sidings and yard extensions.....	88,858.16		639,924.96		
Terminal facilities and elevators.....	72,539.73		1,968,562.72		
Road built by contract (branch lines).....		57.46	5,270.81		
Purchase of constructed road (½ int. St. P. & D., 22.92 miles).....			35,048,691.33		
Other items.....	33,986.87	†2,675.62	500,000.00		
Total construction.....	\$789,261.26	†\$84,866.52	\$190,251,950.88	\$190,167,084.36	\$55,254.79
EQUIPMENT—					
Discount on bonds.....			939,353.42		
Locomotives.....		1,800.00	6,135,421.08		
Passenger cars.....			1,104,611.83		
Sleeping, parlor and dining cars.....			791,205.08		
Baggage, express and postal cars.....			339,073.31		
Combination cars.....			91,855.00		
Freight cars.....			8,257,289.30		
Other cars of all classes.....			840,535.26		
Trust equipment.....			3,032,526.48		
Floating equipment.....			450,453.96		
Total equipment.....		\$1,800.00	\$21,982,829.72	\$21,984,629.72	\$6,387.83
Grand total cost construction, equipment, etc.....		†\$83,066.52	\$212,234,780.60	\$212,151,714.08	\$61,642.62

* Not included in operating expenses. † Credit.

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35	\$20,049,986.52	
Less operating expenses—page 45	12,207,406.77	
Income from operation		\$7,842,579.75
Dividends on stocks owned—page 37	\$485,500.00	
Interest on bonds owned—page 39	17,497.78	
Miscellaneous income, less expenses—page 41	148,055.97	
Income from other sources		651,053.70
Total income		\$8,493,633.45
Deductions from Income—		
Interest on funded debt accrued—page 23	\$7,580,555.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	294,000.00	
Rents paid for lease of road—page 47, A.	1,796,907.52	
Taxes	509,708.22	
Sinking fund requirements	1,372,447.63	
Other deductions	122,135.43	
Total deductions from income		\$11,675,753.80
Deficit		\$3,182,120.35
Sinking fund investments		1,316,241.44
Deficit from operations of year ending June 30, 1896		\$1,865,878.91
Deficit on June 30, 1895 (from general balance sheet, 1895 report)		321,199.30
Deductions for year		\$1,865,878.91
Deficit on June 30, 1896, for entry on general balance sheet, page 49)		\$2,187,078.21

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions Account of Re- payments, etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$851,943.70		
Less repayments—			
Tickets redeemed.....		\$6,144.47	
Excess fares refunded.....		38.72	
Other repayments.....		2,239.19	
Total deductions.....		\$8,422.38	
Total passenger revenue.....			\$843,521.32
Mail.....	\$111,670.69		
Express.....	34,600.19		
Extra baggage and storage.....	14,031.25		
Other items.....	14,049.75		174,351.88
Total passenger earnings.....			\$1,017,873.20
FREIGHT—			
Freight revenue.....	4,487,183.52		
Less Repayments—			
Overcharge to shippers.....		16,724.32	
Total deductions.....		\$16,724.32	
Total freight revenue.....			\$4,470,459.20
Other items.....	3,925.21		3,925.21
Total freight earnings.....			\$4,474,384.41
Total passenger and freight earnings.....			\$5,492,257.61
OTHER EARNINGS FROM OPERATION—			
Switching charges—balance.....	72,054.66		
Telegraph companies.....	2,519.38		
Rents from tracks, yards and terminals—page 41.....	156,591.91		
Rents not otherwise provided for.....	25,976.77		
Total other earnings.....			\$257,142.72
Total gross earnings from operation—Minnesota.....			\$5,749,400.33
Total gross earnings from operation—entire line.....			\$20,049,986.52

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STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
St. Paul & Northern Pacific Railway Co.....	\$7,000,000.00	.....	\$350,000.00	\$5,267,525.37
St. Paul Union Depot Co.....	50,000.00	.....	3,000.00	50,000.00
Duluth Union Depot Co.....	150,000.00	.....	7,500.00	150,000.00
Northern Pacific R. R. preferred	3,692.81	.....	.....	3,418.38
N. P. Fergus & Black Hills R. R.....	15,000,000.00	.....	.....	50,000.00
Montana Union Ry. Co.....	425,000.00	.....	.....	469,975.48
N. P. & Montana R. R. Co.....	50,000.00	.....	.....	50,000.00
Cœur d'Alene Ry. & Nav. Co.....	1,000,000.00	.....	.....	294,975.48
Minn. Transfer Ry. Co.....	7,000.00	.....	.....	7,000.00
Seattle, Lake Shore & Eastern Ry. Co	3,162,650.00	.....	.....	1,742,003.71
Chicago Union Transfer Ry. Co.....	80,000.00	.....	.....	42,297.50
Northern Pacific Terminal Co.....	51,858.76	.....	.....	51,858.76
Chicago & Northern Pacific R. R. Co.....	600.00	.....	.....	21.75
Lake Superior Terminal & Transfer Ry. Co..	15,700.00	.....	.....	15,700.00
Total	\$26,996,501.57	.....	\$360,500.00	\$8,194,776.43

B. Other Stocks.

Northern Pacific Coal Co.....	\$600,000.00	.....	.....	\$669,117.63
Northern Pacific Express Co.....	343,000.00	.....	\$125,000.00	347,497.53
Rocky Fork Coal Co.....	266,150.00	.....	.....	172,264.26
Superior Consolidated Land Co.....	630,200.00	.....	.....	630,200.00
Tacoma Land Co.....	500,050.00	.....	.....	250,025.00
Yellowstone Park Association	308,800.00	.....	.....	218,485.26
Virginia Land and Townsite Co.....	250,000.00	.....	.....	11,650.00
N. P., Yakima & Kittitas Irrigation Co	121,100.00	.....	.....	121,100.00
World's Fair	29,999.31	.....	.....	29,999.31
Duluth Manufacturing Co.....	4,768.00	.....	.....	4,768.00
Puget Sound & Alaska S. S. Co.....	600,000.00	.....	.....	600,000.00
Total.....	\$3,654,067.31	\$125,000.00	\$3,055,106.99
Grand total, A and B.....	\$30,650,568.88	\$485,500.00	\$11,249,883.42

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BONDS OWNED.

A. Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Minnesota Transfer R'y Co.....	\$103,000.00	.....	\$1,004.56	\$103,000.00
St. Paul Eastern Grand Trunk R'y Co.....	10,000.00	.....	600.00	9,595.08
Northern Pacific R. R. Co., 2d mtg. bonds....	10,000.00	.....	600.00	9,381.25
Northern Pacific R. R. Co., 3d mtg. bonds....	44,000.00	.....	2,640.00	44,000.00
Chicago & Northern Pacific R. R. Co.....	2,070,000.00	.....	.....	1,582,000.00
Northern Pacific & Manitoba Terminal	100,000.00	.....	5,000.00	75,000.00
Northern Pacific R. R. consol. mtg. bonds....	125,000.00	.....	6,250.00	107,458.28
Chicago & Calumet Terminal R'y Co.....	6,000,000.00	.....	.....	4,200,000.00
Northern Pacific Terminal Co.....	23,000.00	.....	1,403.17	20,700.00
Wisconsin Central Improvement bonds.....	230,000.00	.....	.....	229,466.81
Total	\$8,715,000.00	.....	\$17,497.73	\$6,380,601.42

B. Other Bonds.

Soldiers' additional homestead scrip.....	\$6,768.12	.....	.....	\$6,768.12
Superior Consolidated Land Co.....	20,000.00	20,000.00
Total.....	\$26,768.12	\$26,768.12
Grand total A and B.....	\$8,741,768.12	\$17,497.73	\$6,407,369.54

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks, yards and terminals.....	St. Paul and Minneap'lis	Minn. & St. Louis R'y.....	\$52,052.80	.....
	St. Paul and Minneap'lis	Mpls. St. P. & S. S. M. R'y...	46,637.38	.....
	St. Paul and Minneap'lis	Mpls. & Pacific R'y.....	3,791.02	.....
	St. Paul and Minneap'lis	Chicago Great Western R'y	46,069.56	.....
	St. Paul.....	St. P. & St. Croix Falls R. R.	6,768.47	.....
	West Superior.....	C. St. P. M. & O. R'y.....	703.20	.....
	West Superior.....	Eastern R'y of Minn.....	3,000.00	.....
	Duluth.....	Duluth, Miss. & Nor. R. R...	625.00	.....
	Duluth.....	Duluth & Winnipeg.....	569.78	.....
	Brainerd.....	Brainerd & Nor. Minn. R. R.	77.90	.....
	Billings, Mont.....	C. B. & Q. R'y.....	13,084.82	.....
	Clealum, Wash.....	Northern Pacific Coal Co...	13,446.84	.....
Total.....				\$186,826.77

MISCELLANEOUS INCOME.

Rent of ground and buildings.....	\$30,105.97
Rental of track material.....	1,060.92
Interest on cost St. Louis River bridge.....	12,745.74
Interest on deferred payments townsite property.....	311.85
Yesler wharf net earnings.....	6,177.27
Fees for stock and bond certificates.....	201.75
General interest.....	58,892.57
Sundry items adjusted.....	38,559.90
Total.....	\$148,055.97

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$1,417,904.50
Renewals of rails.....	33,731.45
Renewals of ties.....	296,968.82
Repairs and renewals of bridges and culverts.....	433,094.20
Repairs and renewals of fences, road crossings, signs and cattle guards.....	37,260.59
Repairs and renewals of buildings and fixtures.....	175,584.15
Repairs and renewals of docks and wharves.....	28,847.82
Repairs and renewals of telegraph.....	39,682.19
Stationery and printing.....	2,404.80
Other expenses.....	790,020.91
Total.....	\$3,255,499.43

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$72,033.57
Repairs and renewals of locomotives.....	483,841.00
Repairs and renewals of passenger cars.....	238,128.11
Repairs and renewals of freight cars.....	788,007.38
Repairs and renewals of work cars.....	32,677.77
Repairs and renewals of marine equipment.....	1,430.67
Repairs and renewals of shop machinery and tools.....	51,287.02
Stationery and printing.....	1,525.24
Other expenses.....	118,631.99
Total.....	\$1,787,562.70

CONDUCTING TRANSPORTATION.

Superintendence.....	\$256,779.48
Engine and roundhouse men.....	1,109,680.74
Fuel for locomotives.....	1,428,119.12
Water supply for locomotives.....	97,348.19
Oil, tallow and waste for locomotives.....	30,564.30
Other supplies for locomotives.....	14,008.40
Train service.....	758,520.67
Train supplies and expenses.....	166,276.95
Switchmen, flagmen and watchmen.....	281,580.20
Telegraph expenses.....	335,700.18
Station service.....	660,166.51
Station supplies.....	55,837.87
Switching charges—balance.....	24,642.84
Car mileage—balance.....	31,462.57
Loss and damage.....	139,106.31
Injuries to persons.....	40,054.44
Clearing wrecks.....	11,496.66
Operating marine equipment.....	40,923.62
Advertising.....	92,693.47
Outside agencies.....	246,453.02
Commissions.....	38,501.58
Stock yards and elevators.....	590.59
Rents for tracks, yards and terminals—page 47, B.....	204,232.43
Rents of buildings and other property.....	4,701.69
Stationery and printing.....	41,687.68
Other expenses.....	19,758.25
Total.....	\$6,130,887.76

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OPERATING EXPENSES.—*Continued.*

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$250,891.56
Salaries of clerks and attendants.....	196,217.36
General office expenses and supplies.....	53,796.22
Insurance.....	150,905.04
Law expenses.....	269,449.74
Stationery and printing (general offices).....	13,299.64
Other expenses.....	98,947.32
Total.....	\$1,033,506.88

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$3,255,499.43
Maintenance of equipment.....	1,787,562.70
Conducting transportation.....	6,180,837.76
General expenses.....	1,033,506.88
Grand total.....	\$12,207,406.77
Percentage of expenses to earnings—entire line.....	60.88

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$552,391.18
Maintenance of equipment.....	438,227.42
Conducting transportation.....	1,539,415.40
General expenses.....	227,220.07
Total.....	\$2,757,254.07
Percentage of expenses to earnings—Minnesota.....	47.96

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
St. Paul & Northern Pacific Ry. Co.....			\$883,467.52	\$883,467.52
Northern Pacific & Manitoba Terminal.	\$37,500.00			
James River Valley R. R.....	57,780.00			
Helena & Red Mountain R. R.....	24,000.00			
Northern Pacific & Montana R. R.....	322,860.00			
Cœur d'Alene Railway & Navigation Co.	74,280.00			
Central Washington R. R.....	105,000.00			
Duluth & Manitoba R. R.....	186,060.00			
Spokane & Palouse Ry.....	105,960.00			\$13,440.00
Total rents, A.....				\$1,796,907.52

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	St. Paul and Minneapolis...	Great Northern Ry.....	\$30,678.56	
Tracks.....	Minneapolis.....	Minneapolis Union Ry.....	25,125.33	
Tracks.....	West Superior.....	C. St. P. M. & O.....	998.49	
Tracks.....	Dakota.....	Fargo & Southwestern Ry..	3,060.60	
Tracks.....	Montana	Montana Union Ry.....	4,565.27	
Total.....				\$64,427.65
Yards and terminals.	Duluth.....	Duluth Union Depot Co.....	\$11,974.68	
Yards and terminals.	St. Paul.....	St. Paul Union Depot Co.....	11,268.99	
Yards and terminals.	Minneapolis.....	Mpls. Union Depot Co.....	13,442.64	
Yards and terminals.	Minnesota Transfer, Minn..	Minnesota Transfer Ry.....	33,849.25	
Yards and terminals.	Connor's Point, Minn.....	C. St. P. M. & O. Ry.....	851.94	
Yards and terminals.	Ashland, Wis.....	Wisconsin Central Co.....	9,544.23	
Yards and terminals.	West Superior, Wis.....	Lake Superior T. & T. Co.....	13,729.30	
Yards and terminals.	Portland, Ore.....	Nor. Pacific Terminal Co.....	102,565.58	
Yards and terminals.	Spokane, Wash.....	Oregon Ry. & Nav. Co.....	899.68	
Yards and terminals.	Winnipeg, Man.....	Winnipeg Transfer Ry.....	Cr.1,080.11	
			\$197,046.18	
Less received for sun	dry yard bills.....		57,241.40	
				133,804.78
Grand total rent	s, B.....			\$204,232.43

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EXPLANATORY REMARKS.

The amount shown opposite under "Interest on Bonds Guaranteed" will not in all cases agree with the "Income from Lease of Road" on page 33, reported by these companies, for the reason that the items opposite represent only interest on the bonds of the several companies which the Northern Pacific Railroad Company does not own. The bonds it does own are covered by consolidated mortgage bonds, the interest on which is embraced in the "Interest on Funded Debt" of the Northern Pacific Railroad Company.

SECURITY FOR FUNDED DEBT—PAGE 23.

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CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment, Income and Security Mortgaged.
	From.	To.	Miles.		
Missouri division, first mortgage bonds.	Missouri river.....	Yellowstone river.....	205	\$12, 195.12	Road, appurtenances and land pertaining to said division.
Pend d'Oreille div., first mortgage bonds.	Snake river	Lake Fend d'Oreille.....	225	20, 000.00	Road, appurtenances and land pertaining to said division.
General first mortgage bonds ..	Ashland	Wallula and Portland.....	See note	25, 000.00	Entire main line and appurtenances, equipment, lands, franchises and all property now held or hereafter acquired. Subject to rights of preferred stockholders in the lands in Minnesota and Dakota east of the Missouri river. Subject also to the two mortgages above mentioned.
General second mortgage bonds.....	Ashland.....	Wallula and Portland.....	.....	.....	Same terms as general first mortgage, including a lien upon the income, earnings and profits of the company.
General third mortgage bonds.....	Ashland.....	Wallula and Portland.....	.....	.....	Subject to prior liens above mentioned.
Consolidated mortgage bonds.	Ashland.....	Wallula and Portland.....	.....	.....	All property rights and franchises of the company now owned or hereafter acquired. Subject to prior mortgages.
Northwest Equipment Co.....	Equipment described on page 21.
Collateral trust notes.....	Sundry stocks and bonds.

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EXPLANATORY REMARKS.

General first mortgage bonds were issued at the rate of \$25,000 per mile on 2,136.98 miles, \$53,424,000, of which \$6,841,000 was held in escrow, there being a corresponding amount of Missouri division and Pend d'Oreille division bonds outstanding at date of general first mortgage, Jan. 1, 1881. When Missouri division and Pend d'Oreille division bonds are retired with proceeds of land sales or through the operation of their sinking funds, a corresponding amount of the general first mortgage bonds, held in escrow are also to be retired. The entire mileage bonded by the general first mortgage is 2,136.98 miles, but according to the terms of the mortgage, the entire property of the company is covered by them. Consolidated mortgage bonds can be issued only as follows:

To retire first, second and third mortgage bonds.....	\$75, 000, 000
To retire branch road bonds.....	25, 000, 000
For improvements and betterments.....	20, 000, 000
For additional roads and extensions.....	20, 000, 000
For premium on bonds exchanged	10, 000, 000
For other purposes as the board may direct.....	9, 000, 000
Total.....	\$160, 000, 000

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensa- tion.
General officers.....	36	12,931	\$174,929.33	\$13.52
Other officers.....	11	4,064	37,196.38	9.15
General office clerks.....	352	126,583	275,941.28	2.17
Station agents.....	75	27,124	52,238.52	1.92
Other station men.....	224	80,672	133,048.16	1.64
Enginemen.....	104	37,440	149,712.94	3.99
Firemen.....	104	37,440	81,096.47	2.16
Conductors.....	69	24,774	79,679.13	3.21
Other trainmen.....	146	52,559	105,789.16	2.01
Machinists.....	133	41,574	91,160.10	2.19
Carpenters.....	60	18,819	40,915.90	2.17
Other shopmen.....	692	215,800	432,702.70	2.00
Section foremen.....	127	45,518	88,283.69	1.50
Other trackmen.....	462	144,182	193,522.81	1.34
Switchmen, flagmen and watchmen.....	123	44,373	102,243.91	2.30
Telegraph operators and dispatchers.....	85	30,603	67,196.20	2.19
All other employes and laborers.....	327	101,995	195,613.66	1.91
Total (including general officers)—Minnesota..	3,130	1,046,451	\$2,281,269.84	\$2.18
Less general officers.....	36	12,931	174,929.33	13.52
Total (excluding general officers)—Minnesota..	3,094	1,033,520	\$2,106,340.51	\$2.03
DISTRIBUTION OF ABOVE:				
General administration.....	497	179,112	\$552,398.47	\$3.08
Maintenance of way and structures.....	777	242,545	369,043.44	1.52
Maintenance of equipment.....	914	285,434	582,973.73	2.04
Conducting transportation.....	942	339,360	776,854.20	2.28
Total (including general officers)—Minnesota..	3,130	1,046,451	\$2,281,269.84	\$2.18
Less general officers.....	36	12,931	174,929.33	13.52
Total (excluding general officers)—Minnesota..	3,094	1,033,520	\$2,106,340.51	\$2.03
Total (including general officers)—entire line..	10,565	3,522,106	7,526,009.28	2.13

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Columns for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	486,222	.....
Number of passengers carried one mile.....	36,340,274	.....
Number of passengers carried one mile per mile of road.....	47,403	.....
Average distance carried.....	7.48	.....
Total passenger revenue—page 35.....		\$843,521.32
Average amount received from each passenger.....		1.73.485
Average receipts per passenger per mile.....		.02.321
Total passenger earnings—page 35.....		1,017,873.20
Passenger earnings per mile of road.....	766.63	1,327.72
Passenger earnings per train mile.....	815,173	1.24.866
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	2,178,427	.....
Number of tons carried one mile.....	417,958,986	.....
Number of tons carried one mile per mile of road.....	545,189	.....
Average distance haul of one ton.....	191.9	.....
Total freight revenue—page 35.....		4,470,459.20
Average amount received for each ton of freight.....		2.05.215
Average receipts per ton per mile.....		.01.070
Total freight earnings—page 35.....		4,474,384.41
Freight earnings per mile of road.....	766.63	5,836.43
Freight earnings per train mile.....	1,703,875	2.62.600
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		5,313,980.52
Passenger and freight revenue per mile of road.....	766.63	6,931.61
Passenger and freight earnings—page 35.....		5,492,257.61
Passenger and freight earnings per mile of road.....	766.63	7,164.16
Gross earnings from operation—page 35.....		5,749,400.33
Gross earnings from operation per mile of road.....	766.63	7,499.58
Gross earnings from operation per train mile.....	2,519,048	2.28.237
Operating expenses—page 45.....		2,757,254.07
Operating expenses per mile of road.....	766.63	3,596.59
Operating expenses per train mile.....	2,519,048	1.09.456
Income from operation—page 31.....		2,992,146.26
Income from operation per mile of road.....	766.63	3,902.99
TRAIN MILEAGE—		
Miles run by passenger trains.....	787,597	.....
Miles run by freight trains.....	1,621,147	.....
Miles run by mixed trains.....	110,304	.....
Total mileage trains earning revenue.....	2,519,048	.....
Miles run by construction and other trains.....	148,203	.....
Grand total train mileage.....	2,667,251	.....
Mileage of loaded freight cars—north or west.....	15,147,774	.....
Mileage of loaded freight cars—south or east.....	21,226,986	.....
Mileage of empty freight cars—north or west.....	9,185,885	.....
Mileage of empty freight cars—south or east.....	2,936,531	.....
Average number of freight cars in train.....	28.46	.....
Average number of loaded cars in train.....	21.34	.....
Average number of empty cars in train.....	7.12
Average number of tons of freight in train.....	245.29

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	1,417,482			
Number of passengers carried one mile.....	135,236,417			
Number of passengers carried one mile per mile of road.....	30,705			
Average distance carried.....	95.4			
Total passenger revenue—page 35		\$3,680,102.80		
Average amount received from each passenger.....			2.59.622	
Average receipts per passenger per mile.....			.02.721	
Total passenger earnings—page 35.....		4,658,642.14		
Passenger earnings per mile of road.....	4,404.34	1,057.74		
Passenger earnings per train mile.....	3,479,013	1.33.907		
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	4,287,524			
Number of tons carried one mile.....	1,316,958,350			
Number of tons carried one mile per mile of road.....	299,013			
Average distance haul of one ton.....	3,071			
Total freight revenue—page 35.....		14,951,213.50		
Average amount received for each ton of freight.....			3.48.714	
Average receipts per ton per mile.....			.01.135	
Total freight earnings—page 35.....		14,966,473.86		
Freight earnings per mile of road.....	4,404.34	3,398.12		
Freight earnings per train mile.....	6,805.354	2.19.922		
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		18,631,316.30		
Passenger and freight revenue per mile of road.....	4,404.34	4,230.21		
Passenger and freight earnings—page 35.....		19,625,116.00		
Passenger and freight earnings per mile of road.....	4,404.34	4,455.86		
Gross earnings from operation—page 35.....		20,049,986.52		
Gross earnings from operation per mile of road.....	4,404.34	4,552.32		
Gross earnings from operation per train mile.....	10,284,367	1.94.956		
Operating expenses—page 45		12,207,406.77		
Operating expenses per mile of road.....	4,404.34	2,771.67		
Operating expenses per train mile.....	10,284,367	1.18.699		
Income from operation—page 31.....		7,842,579.75		
Income from operation per mile of road.....	4,404.34	1,780.65		
TRAIN MILEAGE—				
Miles run by passenger trains	3,258,752			
Miles run by freight trains.....	6,363,464			
Miles run by mixed trains.....	662,151			
Total mileage trains earning revenue.....	10,284,367			
Miles run by construction and other trains	504,128			
Grand total train mileage.....	10,788,495			
Mileage of loaded freight cars—north or west.....	51,432,564			
Mileage of loaded freight cars—south or east.....	71,909,890			
Mileage of empty freight cars—north or west.....	33,432,681			
Mileage of empty freight cars—south or east.....	12,980,785			
Average number of freight cars in train	24.94			
Average number of loaded cars in train.....	19.12			
Average number of empty cars in train	6.82			
Average number of tons of freight in train.....	193.52			
Average number of tons of freight in each loaded car.....	10.68			

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons	Per Cent.
Grain.....	1, 019, 864	443	1, 020, 307	46.84
Flour.....	70, 194	612	70, 806	3.25
Other mill products.....	17, 322	386	17, 708	.81
Hay.....	14, 030	42	14, 072	.65
Fruit and vegetables.....	16, 928	2, 648	19, 576	.90
Hops.....	484	.....	484	.02
Live stock.....	107, 833	590	108, 423	4.98
Dressed meats.....	575	218	793	.04
Other packing house products.....	8, 524	970	9, 494	.44
Poultry, game and fish.....	5, 554	2	5, 556	.26
Wool.....	4, 536	1	4, 537	.21
Hides and leather.....	1, 908	42	1, 950	.09
Anthracite coal.....	33, 761	19, 452	53, 213	2.44
Bituminous coal.....	27, 224	8, 162	35, 386	1.62
Coke.....	1, 526	121	1, 647	.08
Ores.....	27, 962	.....	27, 962	1.28
Stone, sand and other like articles.....	18, 695	520	19, 215	.88
Lumber.....	219, 682	1, 789	231, 471	10.62
Other forest products.....	186, 165	3, 378	189, 543	8.70
Petroleum and other oils.....	7, 915	7, 738	15, 653	.72
Sugar.....	403	1, 827	2, 230	.10
Iron, pig and bloom.....	2, 048	2, 553	4, 601	.21
Iron and steel rails.....	2, 567	18	2, 585	.12
Other castings and machinery.....	14, 238	9, 125	23, 363	1.07
Bar and sheet metal.....	1, 645	.....	1, 645	.07
Cement, brick and lime.....	29, 179	1, 207	30, 386	1.39
Agricultural implements.....	6, 001	4, 364	10, 365	.48
Wagons, carriages, tools, etc.....	2, 493	1, 398	3, 891	.18
Wines, liquors and beers.....	10, 761	7, 209	17, 970	.82
Household goods and furniture.....	7, 554	1, 806	8, 860	.41
Miscellaneous—other commodities not mentioned above.....	188, 052	36, 683	224, 735	10.32
Total tonnage—Minnesota.....	2, 065, 623	112, 804	2, 178, 427	100.00
Total tonnage—entire line.....	3, 849, 872	437, 652	4, 287, 524	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipm't Fitted with Automatic Coupler.		
			No.	Name.	No.	Name.	
Locomotives Owned and Leased—							
Passenger.....	2	129	129	Westinghouse.....			
Freight.....	2	418	418	Westinghouse.....			
Switching.....		79	66	Westinghouse.....			
Total locomotives in service.....	4	626	613				
Less locomotives leased.....		82	82				
Total locomotives owned.....	4	544	531				
Cars (Owned and Leased) in Passenger Service—							
First class cars.....	1	78	78	Westinghouse.....	78	25 Miller. 53 Cowell.	
Second class cars.....		60	60	Westinghouse.....	60	Miller.	
Combination cars.....		27	27	Westinghouse.....	18½	Miller.	
Emigrant cars.....	1	58	58	Westinghouse.....	58	Miller.	
Dining cars.....		26	26	Westinghouse.....	26	14 Miller. 12 Cowell.	
Sleeping cars.....		50	50	Westinghouse.....	50	46 Miller. 4 Cowell.	
Baggage, express and postal cars.....	1	123	123	Westinghouse.....	123	Miller.	
Other cars in passenger service.....		7	7	Westinghouse.....	7	Miller.	
Total.....	3	429	429		420½		
In Freight Service—							
Box cars.....	120	10,529	9,246	Westinghouse.....	4,370	See note 1.	
Flat cars.....	121	3,673	1,862	Westinghouse.....	1,463	See note 2.	
Stock cars.....	32	914	904	Westinghouse.....	248	See note 3.	
Coal cars.....	15	2,453	1,812	Westinghouse.....	964	See note 4.	
Tank cars.....		7	6	Westinghouse.....			
Refrigerator cars.....		269	269	Westinghouse.....	179	See note 5.	
Other cars in freight service.....	13	232	30	Westinghouse.....	15	1 Drexel. 14 Miller.	
Total.....	61	18,077	14,125		7,239		
In Company's Service—							
Officers' and pay cars.....		9	9	Westinghouse.....	9	Miller.	
Gravel cars.....		2					
Derrick cars.....		10					
Caboose cars.....		313	301	Westinghouse.....			
Other road cars.....	11	1,699	13	Westinghouse.....	5	Miller.	
Total.....	11	2,033	323		14		
Total cars in service.....	53	20,539	14,881		7,673½		
Less cars leased.....		3,771	3,571		736		
Total cars owned.....		16,768	11,310		6,937½		

EXPLANATORY REMARKS.

NAME OF COUPLER.	Note No. 1.	Note No. 2.	Note No. 3.	Note No. 4.	Note No. 5.
Janney.....	1,792	610	5	551	126
Gould.....	809	580	4	120	9
American.....	1,243	235	40	213	28
Drexel.....	388	38	1	70	10
Chicago.....	128		198		4
California.....	4				
Pooley.....	2				
Buckeye.....	2				1
Fox.....	1				1
Trojan.....	1				
Standard.....				10	
Total.....	4,370	1,463	248	964	179

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			Line Operated Under Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	2, 136.06	81.57		1, 261.00	1, 005.66	48.53	4, 532.82	8.67	182.71	4, 300.34
Miles of second track.....	21.25	1.44			16.20	13.59	52.48			38.80
Miles of third track.....						7.70	7.70			
Miles of fourth track.....						7.70	7.70			
Miles of yard track and sidings.....	420.78	26.53		121.55	157.59		726.45		223.54	502.91
Total mileage operated (all tracks).....	2, 578.09	109.54		1, 382.55	1, 179.45	77.52	5, 327.15	8.67	406.25	4, 842.14

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	LINE REPRESENTED BY CAPITAL STOCK.			Line Operated Under Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Wisconsin.....	78.23	18.43				1.01	97.67		36	96.30
Minnesota.....	237.10	12.18		208.84	305.77	46.20	810.09	2.96	48.64	715.25
North Dakota.....	376.93	9.11		323.23	160.60		869.87		60.29	809.58
Manitoba.....				263.12			263.12			263.88
Montana.....	783.08	21.02		120.39	385.54		1, 310.03	5.71	44.52	1, 265.51
Idaho.....	84.06	3.00		66.42	42.25		193.73		12.84	182.89
Washington.....	538.00	16.81		277.00	111.50		943.31		15.80	927.51
Oregon.....	38.66	1.02				1.32	41.00		.26	39.42
Total mileage operated (single track).....	2, 136.06	81.57		1, 261.00	1, 005.66	48.53	4, 532.82	8.67	182.71	4, 300.34

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Wisconsin.....	78.23	18.43		96.66		36	96.30
Minnesota.....	237.10	12.18		249.28		4.29	244.99
North Dakota.....	376.93	9.11		386.04			386.04
Montana.....	783.08	21.02		804.10			804.10
Idaho.....	84.06	3.00		87.06			87.06
Washington.....	538.00	16.81		554.81		7.90	546.91
Oregon.....	38.66	1.02		39.68		.26	39.42
Total mileage owned (single track).....	2, 136.06	81.57		2, 217.63		12.81	2, 204.82

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MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	237.10	12.18	208.84	.....	305.77	46.20	810.09	2.96	48.64	715.25
Miles of second track.....	1.62	.59	.....	.....	16.20	13.59	32.00	.....	.....	18.41
Miles of third track.....	.....	.....	.....	.....	.....	7.70	7.70	.....	.....	.....
Miles of fourth track.....	.....	.....	.....	.....	.....	7.70	7.70	.....	.....	.....
Miles of yard track and siding.....	62.92	12.78	15.32	.....	88.82	.....	179.84	.....	51.35	128.49
Total mileage operated (all tracks).....	301.64	25.55	224.16	.....	410.79	75.19	1,037.83	2.96	99.99	862.15

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OF MINNESOTA—										
Minnesota.....	237.10	12.18	208.84	.....	305.77	46.20	810.09	2.96	48.64	715.25
Total mileage operated (single track).....	237.10	12.18	208.84	.....	305.77	46.20	810.09	2.96	48.64	715.25

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	237.10	12.18	4.29	244.99
Total mileage owned (single track).....	237.10	12.18	4.29	244.99

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard.	Av. Price Per Ton at Distributing Point.	Kind.	Number.	Av. Price at Distributing Point.
Steel	2,806.0120	66 lbs.	\$23.55	Oak	137,694	\$0.37½
Steel .....	.0747	56 lbs.	27.25	Tamarack	147,718	.19
				Cedar	4,349	.25
Total	2,806.0867		\$23.56	Total	289,761	\$0.28

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	WOOD, CORDS.		Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
		Hard.	Soft.			
Passenger	23,758	71	635	24,122	839,657	57.46
Freight	99,215	161	1,445	100,045	1,871,663	106.90
Switching	15,450	42	378	15,667	679,311	46.12
Construction	3,998	4	39	4,020	121,107	66.38
Total	142,141	278	2,497	143,854	3,511,743	81.96
Average cost at distributing point...	\$2.63	\$2.15	\$2.15			

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

EMPLOYEES.

KIND OF ACCIDENT.	Trainmen.		Switchmen, Flagmen, Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....		12		4		2		18
Falling from trains and engines...		1						1
Other train accidents.....		2						2
At stations.....		1		1		1		2
Other causes.....		2		1		1		3
Total.....		18		5		3		26

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions.....		2						
Other train accidents.....		3						
At highway crossings.....					1	5	1	5
At stations.....			7	2		2	7	4
Other causes.....			1	3			1	3
Total.....		5		5	1	7	9	12

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EXPLANATORY REMARKS.

Employees, Other Train Accidents.—Injured, 2. One, train broke in two; one, side rod of engine broke.

Other Causes.—Killed, 1. In pit, pulled push car onto himself. Injured, 3. One, struck shovel against fire door; one, handle of hand car broke and he fell from car; one, fell into clinker pit.

Passengers, Other Train Accidents.—Injured, 3. Three, trains broke in two.

Others, Other Causes, Trespassing.—Killed, 1. Walking on track, struck by train. Injured, 3. One, intoxicated, stealing ride, fell from train; one, walking on track, struck by train; one, attempting to board a moving train.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, ft.	Minimum Length.	Maximum Length, ft.	ITEM.	Number.	Height of Low't above Surface of Rail, Ft. In.	
BRIDGES—			Ft. In.		Overhead Highway Crossings—			
Iron.....	28	5,087	17 6	1,582	Bridges.....	14	18	9
Wooden.....	8	1,278	40	379	Trestles.....	6	19	2
Combination.....	3	836	142	528	Total	20		
					Overhead Railway Crossings—			
					Bridges.....	2	20	10
					Trestles.....	1	27	4
					Total	3		
Total.....	39	7,201			Tunnels.....	4	183	

Gauge of track, 4 feet 8½ inches. 763.89 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Wire.	Name of Operating Company.
14.65	1,400.91	14.65	1,080.96	.....	Owned and operated by N. P. R. R.
710.29	302.88	.....	302.88	.....	Owned and operated jointly by N. P. R. R. & W. U. Tel. Co.
.....	532.14	.....	532.14	.....	Owned jointly with W. U. Tel. Co. & operated by N. P. R. R.
.....	546.83	.....	.....	546.83	Owned jointly with W. U. T. Co. & operated by W. U. Tel. Co.
724.94	2,782.76	14.65	1,915.98	546.83	

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
.....	1,080.96	Western Union Telegraph Co.....	Western Union Telegraph Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock, Not the Property of Railroads, Nor Consigned for Use by Lease.

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EXPLANATORY REMARKS.

No agreement with fast freight lines.

The customary rate for mileage of foreign cars on this line is paid without distinction.

St. Paul & Duluth Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? St. Paul & Duluth Railroad Co.

2. Date of organization? June 27, 1877.

3. Under laws of what government, state, or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of State of Minnesota, chapter 30, Laws of 1876, and acquired all the franchises conferred under special act of 1861, chapter 1, act March 8, 1861.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. St. Paul & Duluth R. R. Co., incorporated June 27, 1877, under laws of 1876, 155 miles. Knife Falls branch, Special Laws of 1878, built and owned by St. P. & D. R. R. Co., 6.50 miles. Grantsburg, Rush City & St. Cloud R. R., Nov. 28, 1878, Gen. Laws of Minnesota, held by St. P. & D. R. R. Co. under perpetual lease, 5 miles. St. Cloud, Grantsburg & Ashland R. R., June 30, 1878, Gen. Laws of Wisconsin, owned by St. P. & D. R. R. Co., 12 miles. Taylors Falls & Lake Superior R. R., Feb. 8, 1875, Gen. Laws of Minnesota, leased by St. P. & D. R. R. Co. 999 years from Oct. 12, 1880, 20.50 miles. Stillwater & St. Paul R. R., June 24, 1867, Gen. Laws of Minnesota, leased by St. P. & D. R. R. Co. 999 years from Jan. 1, 1871, 12.50 miles. *Minneapolis & Duluth R. R., leased by St. P. & D. R. R. Co. 99 years from Aug. 1, 1882, 13.19 miles. Duluth Short Line Ry., July 1, 1884, Gen. Laws of Minnesota, leased by St. P. & D. R. R. Co. 99 years from Sept. 1, 1886, 17.75 miles. Branch to quarries, Gen. Laws of Minnesota, built and owned by St. P. & D. R. R. Co., 5 miles. Total, 247.44 miles.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. The Nebraska & Lake Superior R. R. Co., incorporated by act of territorial legislature May 23, 1857, but did no work. Act amended by state legislature of Minnesota March 8, 1861, incorporating the Lake Superior & Mississippi R. R. Co. The St. P. & D. R. R. Co., organized June 27, 1877, under General Laws of 1876, acquiring all the rights of the L. S. & M. R. R. Co. by mortgage foreclosure.

* This road is owned by M. & St. L. R. R. Co. and leased from it.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
R. B. Dodson.....	New York City.....	October, 1896
Jno. L. Riker.....	New York City.....	October, 1896
A. B. Plough.....	St. Paul, Minn.....	October, 1896
R. S. Hayes.....	New York City.....	October, 1897
Thos. Denny.....	New York City.....	October, 1897
Wm. R. Merriam.....	St. Paul, Minn.....	October, 1897
Jas. Smith, Jr.	St. Paul, Minn.....	October, 1898
C. S. Day.....	New York City.....	October, 1898
A. H. Stevens.....	New York City.....	October, 1898

Total number of stockholders at date of last election? 1,185.

Date of last meeting of stockholders for election of directors? October 10, 1895.

Give postoffice address of general office? St. Paul, Minn.

Give postoffice address of operating office? St. Paul, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President.....	R. S. Hayes.....	New York City
Vice president.....	A. B. Plough.....	St. Paul, Minn.
Secretary and treasurer.....	G. G. Haven, Jr.....	New York City
Local treas. and asst. sec.....	A. V. Williams.....	St. Paul, Minn.
General solicitor.....	Hadley & Armstrong.....	St. Paul, Minn.
Counsel.....	Julian T. Davies.....	New York City
Advisory counsel	Jas. Smith, Jr.....	St. Paul, Minn.
Auditor.....	D. A. McKinlay.....	St. Paul, Minn.
General manager.....	A. B. Plough.....	St. Paul, Minn.
Asst. gen. man. & chief eng...	L. S. Miller.....	St. Paul, Minn.
Superintendent	E. L. Brown.....	St. Paul, Minn.
Superintendent of telegraph...	J. R. Michaels.....	St. Paul, Minn.
General freight agent.....	W. W. Broughton.....	St. Paul, Minn.
General passenger agent.....	W. A. Russell.....	St. Paul, Minn.
Purchasing agent.....	W. N. Schoff.....	St. Paul, Minn.
Land commissioner.....	Hopewell Clarke.....	St. Paul, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad, the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
St. Paul & Duluth R. R.....	St. Paul, Minn.....	Duluth, Minn.....	*155.00	.....
Knife Falls Branch	Carlton, Minn.....	Cloquet, Minn.....	6.50	.....
Branch to quarries.....	Miller, Minn.....	Quarries, Minn.....	5.00	.....
				166.50
Grantsburg, Rush City & St. Cloud R. R.....	Rush City, Minn.....	St. Croix River, Wis....	5.00	.....
				5.00
Taylor's Falls & Lake Superior R.R..	Wyoming, Minn.....	Taylor's Falls, Minn....	20.50	.....
Stillwater & St. Paul R. R.....	Stillwater, Minn.....	White Bear, Minn.....	12.50	.....
Duluth Short Line Ry.....	Thomson, Minn.....	St. Louis River, Wis....	16.00	.....
				49.00
Minneapolis & Duluth R. R.....	White Bear, Minn.....	Minneapolis, Minn.....	13.19	.....
				13.19
Total.....				233.68

*From Carlton to Duluth, 23.18 miles, the road is owned jointly with the Northern Pacific R. R. Co.

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PROPERTY OPERATED.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
St. Paul & Duluth R. R. Co.....	St. Paul, Minn.....	Duluth, Minn.....	*155.00	.....
Knife Falls Branch	Carlton, Minn.....	Cloquet, Minn.....	6.50	.....
Branch to Quarries.....	Miller, Minn.....	Quarries, Minn.....	5.00	.....
				166.50
Grantsburg, Rush City & St. Cloud R. R.....	Rush City, Minn.....	St. Croix River, Wis....	5.00	.....
St. Cloud, Grantsburg & Ashland R. R.....	St. Croix River, Wis....	Grantsburg, Wis.....	12.00	.....
				17.00
Taylor's Falls & Lake Superior R.R..	Wyoming, Minn.....	Taylor's Falls, Minn....	20.50	.....
Stillwater & St. Paul R. R.....	Stillwater, Minn.....	White Bear, Minn.....	12.50	.....
Duluth Short Line Ry.....	Thomson, Minn.....	West Superior, Wis....	17.75	.....
				50.75
Minneapolis & Duluth R. R.....	White Bear, Minn.....	Minneapolis, Minn.....	13.19	.....
				13.19
Total.....				247.44

*From Carlton to Duluth, 23.18 miles, the road is owned jointly with the Northern Pacific R. R. Co. That portion from Thomson to West End, 15.80 miles, has been but little used since September, 1888, the St. Paul & Duluth using the Duluth Short Line Railway instead, and the Northern Pacific running over its own line via West Superior to Duluth.

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PROPERTY OPERATED—Continued.

Name of all Coal, Bridge, Canal or Other Properties, the Earnings and Expenses of which Affect the General Balance Sheet—Pages 49 and 51.

NAME.	Character of Business.	Title. (Owned, Leased, Etc.)	State or Territory.
U. S. land grant.....	5 Sections per mile.....	Act ap'v'd May 5, 1864...	State of Minnesota.
Land grant extended to.....	10 Sections per mile.....	Act ap'v'd M'rch 3, 1865	State of Minnesota.
Grant transferred by State of Minnesota to Lake Sup. & Mississippi R. R.		Act of Feb. 23, 1865.....	
Grant from State of Minne- sota to Lake Sup. & Mis- sissippi R. R.	Swamp land grant, 7 } sections per mile... }	Act ap'v'd M'rch 8, 1861	
Certain swamp lands trans- ferred from Lake Sup. & Mississippi R. R. to Tay- lors Falls & Lake Sup. R.R. }	Lands on branch lines..	Act of March 9, 1875. ...	

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.	Dividends Declared during Year.	
					Rate Per Ct.	Amount.
Capital stock..... { Common.....	60,000	\$100.00	\$6,000,000	\$4,660,207.51		
{ Preferred.....	60,000	100.00	6,000,000	4,792,850.60	5	\$239,505.00
Total.....	120,000	\$100.00	\$12,000,000	\$9,453,058.11		\$239,505.00

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued dur- ing Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized
Issued for reorganization { Common.....			40,554	\$4,055,407.51
{ Preferred.....			55,512	5,551,290.02
Issued for dividends..... { Common.....			6,048	604,800.00
{ Preferred.....			8,208	820,763.69
Canceled—				
From purchase by N. P. R. R. of joint interest in road from Thomson to Duluth....	\$466,801.26		110,322	\$11,032,261.22
From sale of bonds.....	1,006,141.85			
From purchase with money...	106,260.00			
	\$1,579,203.11			
Preferred			15,792	\$1,579,203.11
Total.			94,530	\$9,453,058.11

REMARKS.—Dividends.—Sept. 3, 1895, \$119,752.50; March 2, 1896, \$119,752.50. Total, \$239,505.00.

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate, Per Ct.	When Payable.	Am't Accord during Y'r.	Am't Paid during Y'r.
First mortgage.....	Aug., 1881	Aug., 1931	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$1,016,756.00	5	Feb. & Aug.	\$50,000.00	\$50,000.00
Second mortgage.....	Oct., 1887	Oct., 1917	2,000,000.00	2,000,000.00	2,000,000.00	2,010,875.00	5	April & Oct.	100,000.00	100,000.00
Total.....	.....	.....	\$3,000,000.00	\$3,000,000.00	\$3,000,000.00	\$3,027,641.00	.....	.....	\$150,000.00	\$150,000.00

(Page 23.)

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$3,000,000.00	\$3,000,000.00	\$150,000.00	\$150,000.00
Total.....	\$3,000,000.00	\$3,000,000.00	\$150,000.00	\$150,000.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$318,042.19	Audited vouchers and accounts.....	\$137,664.83
Bills receivable.....	63,211.75	Wages and salaries.....	62,926.38
Due from agents.....	64,333.97	Dividends not called for.....	3,146.25
Due from solvent companies and individuals.....	28,716.88	Matured interest coupons unpaid (including coupons due July 1)....	6,950.00
Net traffic balances due from other companies.....	31,994.73	Miscellaneous.....	53,041.57
Other cash assets (excluding materials and supplies)*.....	121,551.99	Total current liabilities.....	\$263,729.03
Total cash and current assets.....	\$227,851.51	Balance cash assets.....	364,122.48
Total.....	\$227,851.51	Total.....	\$627,851.51

* Materials and supplies on hand, \$85,046.80. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$9,453,058.11	\$9,453,058.11	.....	166.50	\$56,773.00
Bonds—page 19 (grand total)	3,600,000.00	3,000,000.00	.....	166.30	18,018.00
Total.....	\$12,453,058.11	\$12,453,058.11	.....	.....	\$74,793.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of Which are Included in the Income Account.—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
St. Paul & Duluth R. R., Knife Falls branch and branch to quarries.....	\$9,453,058.11	\$3,000,000.00	\$12,453,058.11	166.50	\$74,793.00
Minneapolis & Duluth R. R.....	.....	.....	.....	13.50	.....
Taylor's Falls & Lake Superior R. R.....	405,000.00	.....	615,000.00	20.50	30,000.00
St. Cloud, Grantsburg & Ashland R. R.....	29,210.00	210,000.00	239,210.00	12.00	2,434.00
Grantsburg, Rush City & St. Cloud.....	.....	.....	.....	5.00	.....
Duluth Short Line.....	600,000.00	500,000.00	1,100,000.00	17.75	61,971.00
Stillwater & St. Paul R. R.....	400,000.00	212,000.00	612,000.00	12.50	48,560.00
Total.....	247.75

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COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to In- come Account as Permanent Improvements.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost per Mile.
Total construction.....		\$10,724,506.85	\$10,724,506.85	\$64,411.45
EQUIPMENT—				
Locomotives	\$24,373.87			
Freight cars	28,768.35			
Total equipment.....	\$53,142.22	\$1,960,715.93	\$1,960,715.93	\$11,776.07
Grand total cost.....	\$53,142.22	\$12,685,222.78	\$12,685,222.78	\$76,187.52

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35	\$1,587,862.87	
Less operating expenses—page 45.....	1,244,017.72	
Income from operation.....		\$363,845.15
Dividends on stocks owned—page 37.....	\$51,000.00	
Interest on bonds owned—page 39.....	70.00	
Miscellaneous income, less expenses—page 41.....	19,221.49	
Rentals received—page 41.....	7,808.28	
Income from other sources.....		78,099.72
Total income.....		\$441,944.87
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$150,000.00	
Rents paid for lease of road—page 47, A and B.....	130,819.01	
Taxes.....	56,506.61	
Permanent improvements—page 29.....	53,142.22	
Other deductions.....	380.87	
Total deductions from income.....		390,848.21
Net income.....		\$51,096.66
Dividends, 5 per cent, preferred stock—page 17.....	\$239,505.00	239,505.00
Deficit from operations of year ending June 30, 1896		\$188,408.34
Surplus on June 30, 1895 (from "general balance sheet," 1895 report)...		80,956.05
Deficit.....		\$107,452.29
Additions for year (land and stumpage income).....		242,482.60
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51)		\$185,080.31

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue	\$331, 224.71		
Less repayments—			
Tickets redeemed		\$469.01	
Excess fares refunded		993.54	
Other repayments		214.15	
Total deductions		\$1, 676.70	
Total passenger revenue			\$329, 548.01
Mail			24, 794.94
Express			22, 500.00
Extra baggage and storage			4, 364.51
Other items			32, 596.26
Total passenger earnings			\$413, 803.72
FREIGHT—			
Freight revenue	\$1, 182, 898.45		
Less repayments—			
Overcharge to shippers		\$30, 428.55	
Total deductions		\$30, 428.55	
Total freight revenue			\$1, 152, 469.90
Total freight earnings			\$1, 152, 469.90
Total passenger and freight earnings			\$1, 566, 273.62
OTHER EARNINGS FROM OPERATION—			
Other sources	956.71		
Total other earnings			\$956.71
Total gross earnings from operation—Minnesota			\$1, 567, 230.33
Total gross earnings from operation—entire line			\$1, 587, 862.87

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STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation. Cost to Company.
Taylor's Falls & Lake Superior R. R.	\$405, 000.00		\$40, 500.00	\$271, 799.57
Duluth Short Line Ry	600, 000.00			926, 594.59
Stillwater & St. Paul R. R.	331, 500.00			2, 452.32
Lake Superior Terminal & Transfer Ry	15, 700.00			15, 300.00
St. Paul Union Depot	50, 000.00		3, 000.00	50, 000.00
Duluth Union Depot & Transfer Ry	150, 000.00		7, 500.00	150, 000.00
St. Cloud, Grantsburg & Ashland R. R.	21, 060.00			81, 036.86
Total	\$1, 623, 260.00		51, 000.00	\$1, 497, 683.94

B. Other Stocks.

Snake River Dam stock	\$400.00			\$480.00
Total	\$400.00			\$480.00
Grand total, A and B	\$1, 623, 660.00		\$51, 000.00	\$1, 498, 163.94

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BONDS OWNED.

Railway Bonds.

NAME.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Stillwater & St. Paul Railroad bonds.....	\$1,000.00	\$70.00	\$1,000.00
Total.....	\$1,000.00	\$70.00	\$1,000.00

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Designation of Property	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks.....	Cloquet.....	Duluth & Winnipeg R. R..	\$1,056.48	.....
Tracks.....	Duluth.....	Duluth & Iron Range R. R.	450.00	.....
Total.....				\$1,506.48
Terminals.....	Stillwater.....	Stillwater Union Depot Co.	\$362.50	.....
Terminals.....	Duluth.....	Duluth & Iron Range R. R.	1,087.20	.....
Terminals.....	Duluth.....	Duluth & Winnipeg R. R..	3,859.99	.....
Terminals.....	Duluth.....	D. S. S. & A. Ry.....	387.24	.....
Terminals.....	Duluth.....	D. M. & N. Ry.....	604.82	.....
Total.....				6,301.75
Grand total.				\$7,808.23

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscella- neous Income.
Interest and exchange.....	\$5,335.49
Rent of docks at Duluth.....	9,166.62
Miscellaneous rentals.....	3,274.50
Rent of coal yards, St. Paul.....	1,444.88
Total.....	19,221.49

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$184,224.52
Renewals of rails.....	60,465.90
Renewals of ties.....	34,729.44
Repairs and renewals of bridges and culverts.....	30,882.52
Repairs and renewals of fences, road crossings, signs and cattle guards.....	4,379.74
Repairs and renewals of buildings and fixtures.....	28,129.05
Repairs and renewals of docks and wharves.....	1,382.24
Repairs and renewals of telegraph.....	1,886.31
Stationery and printing.....	213.58
Total.....	\$346,293.30

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$4,756.25
Repairs and renewals of locomotives.....	47,553.86
Repairs and renewals of passenger cars.....	27,102.10
Repairs and renewals of freight cars.....	73,922.44
Repairs and renewals of work cars.....	4,650.90
Repairs and renewals of shop machinery and tools.....	9,033.79
Stationery and printing.....	210.59
Other expenses.....	5,512.67
Total.....	\$172,742.70

CONDUCTING TRANSPORTATION.

Superintendence.....	\$26,237.08
Engine and roundhouse men.....	105,989.29
Fuel for locomotives.....	129,973.46
Water supply for locomotives.....	7,168.12
Oil, tallow and waste for locomotives.....	4,751.63
Other supplies for locomotives.....	2,267.80
Train service.....	74,214.13
Train supplies and expenses.....	23,981.07
Switchmen, flagmen and watchmen.....	45,447.72
Telegraph expenses.....	21,803.26
Station service.....	96,027.46
Station supplies.....	8,214.34
Switching charges—balance.....	15,776.01
Car mileage—balance.....	6,674.97
Hire of equipment.....	*2,600.23
Loss and damage.....	5,683.95
Injuries to persons.....	9,085.40
Clearing wrecks.....	1,467.28
Advertising.....	5,162.99
Outside agencies.....	18,118.60
Commissions.....	2,064.48
Rents of buildings and other property.....	5,709.66
Stationery and printing.....	6,246.79
Other expenses.....	527.90
Total.....	\$619,993.06

*Credit.

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OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$36,047.13
Salaries of clerks and attendants.....	20,516.06
General office expenses and supplies.....	4,069.31
Insurance.....	11,248.54
Law expenses.....	8,721.65
Stationery and printing (general offices).....	1,419.15
Other expenses.....	2,966.82
Total.....	\$84,988.66

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$346,293.30
Maintenance of equipment.....	172,742.70
Conducting transportation.....	619,993.06
General expenses.....	84,988.66
Grand total.....	\$1,224,017.72
Percentage of expenses to earnings—entire line.....	77.09

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$328,506.86
Maintenance of equipment.....	170,892.69
Conducting transportation.....	605,949.42
General expenses.....	84,675.85
Total.....	\$1,190,024.82
Percentage of expenses to earnings—Minnesota.....	75.93

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Stillwater & St. Paul R. R.....			\$20,000.00	\$20,000.00
Taylor's Falls & Lake Superior R. R.....	\$12,600.00			12,600.00
Duluth Short Line Ry.....	25,000.00			25,000.00
Minneapolis & Duluth R. R.....			25,661.48	25,661.48
Total rents, A.....	\$37,600.00		\$45,661.48	\$83,261.48

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Minneapolis.....	M. & St. L. R. R.....	\$12,000.00	.....
Tracks.....	St. Paul.....	C. B. & N. R. R.....	358.08	.....
Total.....				\$12,358.08
Terminals.....	St. Paul.....	St. Paul Union Depot Co...	\$2,922.01	.....
Terminals.....	Stillwater.....	Stillwater U. D. & T. Co...	900.00	.....
Terminals.....	Minneapolis freight.....	M. & St. L. R. R.....	12,000.00	.....
Terminals.....	Minneapolis passenger.....	C. M. & St. P. R'y.....	9,000.00	.....
Terminals.....	Duluth.....	Duluth U. D. & T. Co.....	10,129.10	.....
Terminals.....	West Superior.....	Lake Sup. Term. & Tr. Ry.	248.34	.....
Total.....				\$35,199.45
Grand total rents, B.....				\$47,557.53

COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$10,724,506.85		Cost of road—page 29.....	\$10,724,506.85		
1,960,715.93		Cost of equipment—page 29.....	1,960,715.93		
1,498,163.94		Stocks owned—page 37.....	1,498,163.94		
1,000.00		Bonds owned—page 39.....	1,000.00		
35,664.62		Grantsburg, Rush City & St. Cloud R. R.....	35,664.62		
1,732.26		Land for quarry near Kettle River.....	2,732.26		
22,661.97		Branch to quarry.....	22,661.97		
353,899.01		Land contracts and notes.....	343,480.41		
540,308.74		Cash and current assets—page 23.....	627,861.51		
		OTHER ASSETS—			
55,583.67		Materials and supplies.....	85,046.80		
121,793.29		Sinking fund.....	127,793.29		
		Grand total.....			
\$15,322,030.28			\$15,429,567.53	\$107,537.30	

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COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
\$9,453,331.11		Capital stock—page 17.....	\$9,453,058.11		
3,000,000.00		Funded debt—page 23.....	3,000,000.00		
710,000.00		Bonds guaranteed.....	710,000.00		
221,199.25		Current liabilities—page 23.....	263,729.03		
54,166.66		Accrued interest on funded debt not yet payable.....	54,166.66		
121,793.29		Sinking fund for redemption of T. F. & L. S. R. bonds.....	127,793.29		
578,887.00		Preferred stock canceled.....	579,180.00		
1,724.64		Redemption fund for retirement of preferred stock.....	1,549.66		
690,776.40		Land and stumpage income expended prior to July 1, 1888, on improvement, construction and equipment.....	690,776.40		
49,296.87		T. F. & L. S. R. Co., land and stumpage.....	19,725.71		
359,899.01		Deferred land and stumpage receipts.....	394,578.41		
80,956.05		Profit and loss—page 31 (or 33).....	135,030.31		
	\$15,322,030.28	Grand total.....	\$15,429,567.58	\$107,537.30	

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract made with Adams Express Company Dec. 1, 1893, for five years. Express company receives and delivers merchandise at cars. Pays 40 per cent of its gross earnings (but not less than \$1,875 per month) to St. Paul & Duluth Railroad Company.

2. The rate of pay for transporting United States mail is not permanently fixed. The mails are weighed for period fixed by postoffice department, and upon the result of weighing the rate of compensation is fixed. Mail is carried twice a day between St. Paul and Duluth, and once a day each way on the other lines and branches. The present compensation paid is as follows:

	Miles.	Per Mile.	Per Annum.
Between St. Paul and Duluth.....	152.28	\$134.75	\$20,519.73
Between Stillwater and White Bear.....	12.54	53.35	669.00
Between White Bear and Minneapolis.....	20.00	65.69	1,333.80
Between Wyoming and Taylors Falls.....	20.73	76.10	1,577.55
Between Carlton and Cloquet.....	6.62	53.01	350.92
Between Rush City and Grantsburg.....	17.32	42.75	740.43
Between West End and West Superior.....	3.70	54.72	202.46
Between West End Junction and Fond du Lac.....	8.76	42.75	374.49

3. We own our own sleeping and chair cars. Fares between St. Paul or Minneapolis and Duluth, sleeping cars, double berth, \$1.50; chair cars, 25c.

4. We have no contracts with freight or transportation lines.

5. Lease for ninety-nine years from Sept. 1, 1886, to Duluth & Iron Range Railroad Company of right of way from Fifth avenue east to Chester Creek, in Duluth, Minn.; rental, 3 per cent on \$15,000 valuation. Agreement June 17, 1886, with St. Paul & St. Croix Falls Railroad (now Wisconsin Central) granting right to lay a track across St. Paul & Duluth Railroad right of way at a point in section 15, town 29, range 22; Wisconsin Central shall erect gates or employ a flagman if necessary. Agreement July 9, 1887, with Minneapolis, Sault Ste. Marie & Atlantic Railway Company, giving said company right to cross main track at Bald Eagle lake, that company to provide and keep flagman and lights at crossing if so required by St. Paul & Duluth Railroad Company or by law. Agreement made Aug. 27, 1890, with Duluth Union Depot Company for use of union depot, according to which the company is to pay its proportion of actual operating expenses, with interest on actual cost of property.

6. No written contract or agreement with any steamboat or steamship company; simply a prorating agreement on through rates.

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CONTRACTS, AGREEMENTS, ETC.—*Continued.*

7. Contract with Northwestern Telegraph Company (Northwestern Union Telegraph Company) May 18, 1880; railroad and telegraph company jointly own poles and two telegraph wires between St. Paul and Duluth, each company to use one wire so far as practicable; for branches the telegraph company to furnish poles, cross arms, bolts and pins, the railroad company to transport such material free and put up the poles, each company to pay half the cost of the wire and own equal joint interest in the line; the telegraph company furnishes all material for maintenance and operation; railroad company transports same free over its own line and pays for services of operators except when commercial messages exceed average of twenty per day at any station, then telegraph company provides operator. Telegraph company shall send over any of its lines the personal and social messages of the officers of railroad company to an amount not exceeding \$4,000 per annum, rated at ordinary tariff rates. Agreement amended May 5, 1886—either company may put up as many additional wires as poles will carry; telegraph company will furnish poles and cross-arms and railroad company shall put them up. North American Telegraph Company by sufferance occupy a portion of the right of way of this company between St. Paul and Duluth and between White Bear and Stillwater for their lines.

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SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From.	To.	Miles.		
St. P & D. R. R.....	St. Paul.....	Duluth	155.00	.....	.....
	Carlton.....	Cloquet.....	6.50	.....	.....
	Miller.....	Quarry.....	5.00	.....	.....

1st mtge b'nds..\$1,000,000	166.50	\$6,006.00	All
2d mtge b'nds.. 2,000,000	166.50	12,012.00	All

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	11	4,026	\$43,247.13	\$10.74
General office clerks.....	50	18,300	43,294.79	2.37
Station agents.....	42	15,389	28,270.27	1.84
Other station men.....	57	17,679	28,615.79	1.62
Enginemen.....	46	14,613	53,579.54	3.66
Firemen.....	46	14,613	31,950.78	2.19
Conductors.....	30	9,323	31,281.34	3.35
Other trainmen.....	77	24,122	44,488.97	1.84
Machinists.....	35	11,071	25,947.53	2.34
Carpenters.....	41	12,820	31,093.21	2.43
Other shopmen.....	101	31,615	62,429.93	1.97
Section foremen.....	44	16,017	26,904.74	1.68
Other trackmen.....	226	70,506	88,682.70	1.26
Switchmen, flagmen and watchmen.....	52	16,114	37,905.46	2.35
Telegraph operators and dispatchers.....	25	9,194	18,623.82	2.03
All other employees and laborers	118	36,804	63,704.11	1.73
Total (including general officers)—Minnesota	1,001	322,206	\$659,970.11	\$2.05
Less general officers.....	11	4,026	43,247.13	10.74
Total (excluding general officers)—Minnesota	990	318,180	\$616,722.98	1.94
DISTRIBUTION OF ABOVE—				
General administration.....	61	22,326	\$86,541.92	\$3.88
Maintenance of way and structures.....	327	101,079	150,064.21	1.44
Maintenance of equipment.....	234	73,548	146,858.23	2.00
Conducting transportation.....	379	122,253	276,505.75	2.26
Total (including general officers)—Minnesota	1,001	322,206	\$659,970.11	\$2.05
Less general officers.....	11	4,026	43,247.13	10.74
Total (excluding general officers)—Minnesota	990	318,180	\$616,722.98	\$1.94
Total (including general officers)—Entire line	1,029	331,717	\$673,341.96	\$2.03

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	504,708	
Number of passengers carried one mile.....	15,133,339	
Number of passengers carried one mile per mile of road	64,758	
Average distance carried, miles.....	29.98	
Total passenger revenue—page 35.....		\$329,548.01
Average amount received from each passenger.....		.65.295
Average receipts per passenger per mile.....		.02.178
Total passenger earnings—page 35		413,803.72
Passenger earnings per mile of road.....		1,770.74
Passenger earnings per train mile.....		.74.422
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	1,137,012	
Number of tons carried one mile.....	126,601,314	
Number of tons carried one mile per mile of road.....	541,749	
Average distance haul of one ton, miles.....	111.35	
Total freight revenue—page 35.....		1,152,469.90
Average amount received for each ton of freight.....		1.01.359
Average receipts per ton per mile.....		.00.910
Total freight earnings—page 35.....		1,152,469.90
Freight earnings per mile of road.....		4,931.62
Freight earnings per train mile.....		3.08.583
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		1,482,017.91
Passenger and freight revenue per mile of road.....		6,341.81
Passenger and freight earnings—page 35.....		1,566,273.62
Passenger and freight earnings per mile of road.....		6,702.36
Gross earnings from operation—page 35.....		1,567,230.33
Gross earnings from operation per mile of road.....		6,706.45
Gross earnings from operation per train mile.....		1.67.503
Operating expenses—page 45.....		1,190,024.82
Operating expenses per mile of road		5,092.32
Operating expenses per train mile.....		1.27.188
Income from operation—page 31.....		377,205.51
Income from operation per mile of road		1,614.13
TRAIN MILEAGE—		
Miles run by passenger trains.....	550,359	
Miles run by freight trains.....	362,638	
Miles run by mixed trains.....	22,647	
Total mileage trains earning revenue.....	935,644	
Miles run by switching trains.....	191,541	
Miles run by construction and other trains.....	69,424	
Grand total train mileage.....	1,196,609	
Mileage of loaded freight cars—north or east.....	4,644,010	
Mileage of loaded freight cars—south or west	4,687,340	
Mileage of empty freight cars—north or east.....	1,418,907	
Mileage of empty freight cars—south or west.....	1,403,974	
Average number of freight cars in train.....	31.55	
Average number of loaded cars in train.....	24.22	
Average number of empty cars in train.....	7.33	
Average number of tons of freight in train.....	328.59	
Average number of tons of freight in each loaded car.....	13.57	

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	532,657	..	..	..
Number of passengers carried one mile	15,242,097	..	..	..
Number of passengers carried one mile per mile of road.....	61,599	..	..	..
Average distance carried, miles.....	28.62	..	..	..
Total passenger revenue—page 35.....		\$332,401.21		
Average amount received from each passenger.....		..	62.	404
Average receipts per passenger per mile .....		..	..	02.181
Total passenger earnings—page 35.....		417,544.40		
Passenger earnings per mile of road		1,687.46		
Passenger earnings per train mile.....		..	74.	176
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	1,137,012	..	..	..
Number of tons carried one mile.....	127,216,980	..	..	..
Number of tons carried one mile per mile of road.....	514,133	..	..	..
Average distance haul of one ton, miles.....	111.88	..	..	..
Total freight revenue—page 35.....		1,169,861.76		
Average amount received for each ton of freight.....		..	1.02.	845
Average receipts per ton per mile.....		..	..	00.919
Total freight earnings—page 35.....		1,169,861.76		
Freight earnings per mile of road.....		4,725.84		
Freight earnings per train mile.....		..	3.01.	567
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		1,501,762.97		
Passenger and freight revenue per mile of road.....		6,069.20		
Passenger and freight earnings—page 35.....		1,586,906.16		
Passenger and freight earnings per mile of road		6,413.30		
Gross earnings from operation—page 35.....		1,587,862.87		
Gross earnings from operation per mile of road.....		6,417.16		
Gross earnings from operation per train mile .....		..	1.67.	025
Operating expenses—page 45.....		1,224,617.72		
Operating expenses per mile of road.....		4,946.73		
Operating expenses per train mile.....		..	1.28.	752
Income from operation—page 31.....		363,845.15		
Income from operation per mile of road		1,470.43		
TRAIN MILEAGE—				
Miles run by passenger trains.....	555,378	..	..	..
Miles run by freight trains.....	365,154	..	..	..
Miles run by mixed trains	30,144	..	..	..
Total mileage trains earning revenue	950,676	..	..	..
Miles run by switching trains.....	191,541	..	..	..
Miles run by construction and other trains.....	69,424	..	..	..
Grand total train mileage.....	1,211,641	..	..	..
Mileage of loaded freight cars—north or east.....	4,665,944	..	..	..
Mileage of loaded freight cars—south or west.....	4,715,526	..	..	..
Mileage of empty freight cars—north or east	1,433,398	..	..	..
Mileage of empty freight cars—south or west	1,412,094	..	..	..
Average number of freight cars in train.....	30.93	..	..	..
Average number of loaded cars in train.....	23.73	..	..	..
Average number of empty cars in train.....	7.20	..	..	..
Average number of tons of freight in train.....	321.83
Average number of tons of freight in each loaded car.....	13.56

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EXPLANATORY REMARKS.

Switching mileage is arrived at by allowing six miles per hour for every hour the engine is out of roundhouse.

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and other Car- riers, Tons.	TOTAL FREIGHT TON- NAGE.	
			Whole Tons.	Per Cent.
Grain.....	58,933	102,628	161,561	14.21
Flour.....	175,770	1,793	177,563	15.62
Other mill products.....	18,290	2,567	20,857	1.84
Hay.....	13,801	509	14,310	1.26
Fruit and vegetables.....	72,648	2,943	75,591	6.65
Live stock.....	5,117	988	6,105	0.54
Dressed meats.....	1,607	4,606	6,213	0.55
Other packing house products.....	431	2,037	2,468	0.22
Poultry, game and fish.....	316	96	412	0.04
Hides and leather.....	632	220	852	0.08
Anthracite coal.....	109,145	181	109,326	9.53
Bituminous coal.....	153,520	139	153,659	13.52
Coke.....	425	222	647	0.06
Ores.....	264	3,410	3,674	0.33
Stone, sand and other like articles.....	14,071	504	14,575	1.29
Salt.....	6,357	.....	6,357	0.56
Lumber.....	117,829	8,211	126,040	11.09
Wood.....	51,461	57	51,518	4.53
Other forest products.....	25,864	1,032	26,896	2.37
Petroleum and other oils.....	8,101	972	9,073	0.79
Iron, pig and bloom.....	5,286	390	5,676	0.50
Iron and steel rails.....	4,453	1,656	6,109	0.54
Other castings and machinery.....	4,236	4,223	8,459	0.75
Bar and sheet metal.....	2,639	1,196	3,835	0.34
Cement, brick and lime.....	17,215	1,707	18,922	1.66
Agricultural implements.....	1,637	105	1,742	0.16
Wines, liquors and beers.....	1,130	4,722	5,852	0.52
Household goods and furniture.....	2,499	358	2,857	0.25
Merchandise and miscellaneous.....	65,857	13,553	79,410	6.99
Ice.....	36,453	.....	36,453	3.21
Total tonnage—Minnesota.....	975,987	161,025	1,137,012
Total tonnage—entire line.....	975,987	161,025	1,137,012	1000.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives Owned and Leased—						
Passenger.....	2	21	21	Westinghouse.....		
Freight.....	*2	31	6	Westinghouse.....		
Switching.....	2	12	{ 3	Westinghouse.....		
			5	Eames Vacuum.....		
Total locomotives in service.....	2	64	35			
Total locomotives owned.....		64				
Cars Owned and Leased, in Passenger Service—						
First class cars.....		17	17	Westinghouse.....	17	Miller.
Second class cars.....		17	17	Westinghouse.....	17	Miller.
Combination cars.....	†1	14	14	Westinghouse.....	14	Miller.
Parlor cars.....		5	5	Westinghouse.....	5	Miller.
Sleeping cars.....		7	7	Westinghouse.....	7	Miller.
Baggage, express and postal cars.....	1	10	10	Westinghouse.....	10	Miller.
Other cars in passenger service—milk		2	2	Westinghouse.....	2	McB.
Total.....		72	72			
In Freight Service—						
Box cars.....	‡21	1,871			16	McB.
Flat cars.....	38	370	54	Westinghouse.....	54	McB.
Stock cars.....	10	15	10	Westinghouse.....	10	McB.
Coal cars.....		23				
Furniture cars.....		16				
Refrigerator cars.....	†1	8	4	Westinghouse.....	4	McB.
Total.....	26	2,303	68		84	
In Company's Service—						
Officers' and pay cars.....		2	2	Westinghouse.....	2	{ Miller and McB., each car.
Boarding cars.....		2				
Wrecking and pile driver.....		3	1	Westinghouse.....		
Caboose cars.....	‡1	19				
Other road cars—1 engr., 1 B. & B....		2				
Total.....	‡1	28	3		2	
Total cars in service.....	25	2,403	143		158	
Total cars owned.....	25	2,403	143		158	

*Sold. †Changed. ‡Destroyed.

MILEAGE.

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A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	155.00	11.50		17.00	63.94	.....	247.44	.....	17.37	230.07
Miles of second track.....	16.50	.....		.....	.....	.....	16.50	.....	.....	16.50
Miles of yard track and sidings.....	101.98	3.04		2.00	19.53	.....	126.55	7.31	54.68	71.87
Total mileage operated (all tracks).....	273.48	14.54		19.00	83.47	.....	390.49	7.31	72.05	318.44

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	Main Line.	Branches and Spurs.	Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
								Iron.	Steel.
Minnesota.....	155.00	11.50	5.00	62.19	.....	233.69	.....	5.37	228.32
Wisconsin.....	.....	.....	12.00	1.75	.....	18.75	.....	12.00	1.75
Total mileage operated (single track)	155.00	11.50	17.00	63.94	.....	247.44	.....	17.37	230.07

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Minnesota.....	155.00	11.50		166.50	11.50	155.00
Total mileage owned (single track)	155.00	11.50		166.50	11.50	155.00

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per Yard, Lbs.	Av. Price per Ton at Distrib'ting Point.	Kind.	Number.	Av. Price at Distrib'ting Point.
Steel.....{	932.8	67	\$23.50	Tamarack and oak.....	142,627	21.5 cts.
	957.0	70	25.00			
	354.0	75	25.00			
Total	2,243.8	.....	.....	Total	142,627	21.5 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bit'minous.	Wood, C'ds, Soft.	Total Fuel Consumed. Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	13,527	710	13,882	592,119	46.89
Freight.....	22,075	690	22,420	582,242	77.01
Switching.....	6,155	286	6,298	191,541	65.76
Construction.....	1,815	56	1,843	69,424	53.09
Total.....	43,572	1,742	44,443	1,435,326	61.93
Average cost at distributing point.....	\$2.94	\$1.85	.....	.....	.....

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Sw'chm'n, Flagmen & W'tchm'n		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling	7	.....	2	.....	.....	.....	.....	9
Falling from trains and engines...	6	.....	1	.....	1	.....	1	7
Overhead obstructions.....	1	.....	2	.....	.....	.....	.....	3
Deraillments.....	3	.....	.....	.....	.....	.....	.....	3
Other train accidents.....	1	12	1	.....	3	.....	1	16
Other causes.....	11	.....	4	.....	34	.....	.....	49
Total	40	.....	1	9	38	.....	2	87

KIND OF ACCIDENT.	OTHERS.							
	PASSENGERS.		Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions.....	2	.....	.....	.....	.....	.....	.....	.....
Other train accidents.....	12	.....	5	12	.....	.....	5	12
At highway crossings.....	.....	.....	.....	.....	1	1	1	1
At stations.....	2	.....	.....	.....	2	.....	.....	2
Other causes.....	1	.....	4	.....	1	.....	.....	5
Total	17	.....	5	16	1	4	6	20

CHARACTERISTICS OF ROAD.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.			PROFILE.					
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.		Descending Grades.		Aggregate Length of Grades, Miles.
							Num- ber.	Sum of Ascents, Feet.	Num- ber.	Sum of Descents, Feet.	
St. Paul.....	Duluth.....	155.00	130	23.16	131.84	48.09	86	1,175.27	82	1,268.23	53.47
Carlton.....	Cloquet.....	6.50	3	2.78	3.77	3.18	3	99.50	1	3.00	.19
Rush City.....	Granby, Wis.....	17.00	28	4.42	12.58	4.63	20	211.00	21	232.50	5.53
Wyoming.....	Troyers Falls.....	20.80	39	5.87	14.93	3.89	23	214.11	25	363.63	9.61
Shillwater.....	White Bear.....	12.50	37	5.13	7.37	2.53	5	98.87	9	314.07	6.40
Minneapolis.....	White Bear.....	13.50	14	2.46	11.04	2.64	12	250.00	12	158.00	3.86
Thomson.....	West Superior.....	17.75	18	5.41	12.34	3.13	3	88.85	3	508.30	10.79
Miller.....	Quarries near Kettle River..	5.00	13	1.76	3.24	.26	6	56.03	7	146.00	3.11
Totals.....		247.75	50.94	196.81	68.35	92.96

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CHARACTERISTICS OF ROAD—Continued.

Bridges Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Feet.	Minimum Length, Feet.	Maximum Length, Feet.	ITEM.	Number.	Height of Lowest Above Surface of Rail.
							Ft. In.
Bridges—					Overhead Highway Crossings—		
Iron	7	1,087½	40	266	Bridges.....	13	19
Wooden ..	5	548	40	132	Total.....	13	.....
Combination.....	4	52½	90	152	Overhead Railway Crossings—		
Total.....	16				Bridges	5	20
Trestles.....	109	26,182	8	3,600	Total.....	5	.....
Tunnels.....	2	200	100	100	Tunnels,	2	26 6

Gauge of track, 4 feet, 8½ inches. 163.50 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.		
		Miles of Line.	Miles of Wire.	Miles of Line.	Miles of Wire.	Name of Operating Company.
.....	209.75	.....	209.75	.....	.....	} Owned and operated jointly by St. P. & D. R. Co. and Western Union Tel. Co
234.70	460.55	234.70	460.55	234.70	460.55	

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
171.20	989.40	North American Telegraph Co.....	North American Telegraph Co.
.....	791.80	Western Union Telegraph Co.....	Western Union Telegraph Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock, Not the Property of Railroads Nor Consigned for Use by Lease.

We haul cars of any foreign road that are delivered to us for transportation of freight, and pay 6-10 of one cent per mile for use of such cars. Have no contract with any fast freight or other line.

St. Paul, Minneapolis & Manitoba Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? St. Paul, Minneapolis & Manitoba Railway Company.
2. Date of organization? May 23, 1879.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota.
4. If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same. (See page 2.)
5. Date and authority for each consolidation? (See page 2.)
6. If a reorganized company, give name of original corporation and refer to laws under which it was organized. (See page 2.)
7. What carrier operates the road of this company? Great Northern Railway Co.

(Page 2.)

EXPLANATORY REMARKS.

The Minnesota & Pacific Ry. Co. was organized under special act of the legislative assembly of the Territory of Minnesota, approved May 22, 1857. By subsequent acts of the legislature of the State of Minnesota, the St. Paul & Pacific R. R. Co. succeeded to all the rights, privileges and franchises of the Minnesota & Pacific Ry. Co.

Subsequently the First Division of the St. Paul & Pacific R. R. Co. was organized under provisions of an act of the legislature of the State of Minnesota authorizing certain stockholders of the St. Paul & Pacific R. R. Co. to organize and operate a portion of its line covered by mortgages executed by it, pursuant to the provisions of and as confirmed by an act of the legislature of the State approved Feb. 6, 1866.

Mortgages executed by the St. Paul & Pacific Co. and the First Division Co. were foreclosed and the property purchased at foreclosure sales by a syndicate which organized the St. Paul, Minneapolis & Manitoba Railway Company under provisions of chapter 30, Laws of 1876, State of Minnesota, being section 87 of chapter 34 of the General Statutes of the State of Minnesota. Upon its organization it became the owner of all the property, rights, privileges and franchises of the railroad companies named above, and succeeded to and became the owner of all the charters, rights, privileges and franchises under the said act of May 22, 1857, and all acts amendatory thereof and supplemental thereto. That act, with its amendments constitutes the charter of this company.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Jas. J. Hill.....	St. Paul, Minn.....	Oct. 10, 1896
Sir Donald A. Smith	Montreal, Canada.....	Oct. 10, 1896
W. P. Clough.....	St. Paul, Minn.....	Oct. 10, 1896
Samuel Hill.....	Minneapolis, Minn.....	Oct. 10, 1896
Edward Sawyer.....	St. Paul, Minn.....	Oct. 10, 1896
E. T. Nichols.....	New York City, N. Y.....	Oct. 10, 1896

Total number of stockholders at date of last election? 1,059.

Date of last meeting of stockholders for election of directors? Oct. 10, 1895.

Give postoffice address of general office? St. Paul, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	Samuel Hill.....	Minneapolis, Minn.
First vice president.....	Sir Donald A. Smith.....	Montreal, Canada
Second vice president.....	W. P. Clough.....	St. Paul, Minn.
Secretary and asst. treas.....	E. Sawyer.....	St. Paul, Minn.
Treasurer and asst. sec.....	E. T. Nichols.....	New York, N. Y.
General solicitor.....	M. D. Grover.....	St. Paul, Minn.
Comptroller.....	R. I. Farrington.....	St. Paul, Minn.
Chief engineer.....	J. F. Stevens.....	St. Paul, Minn.
Land commissioner.....	Samuel Hill.....	Minneapolis, Minn.
Asst. land commissioner.....	C. H. Babcock.....	St. Paul, Minn.

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PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads Not Making Operating Reports.)

Name of Railroad, the Income of Which from Lease, or from Other Assignment for Operation, is Included in the Income Account—Page 33.

NAME.	TERMINALS.		By What Company Operated.	Under What Kind of Cont'ct Oper'd.	Miles of Line.
	From.	To.			
St. Paul, Minneapolis & Manitoba R'y	St. Paul and Minneapolis	St. Vincent, Minn.; Neche, Minn.; Great Falls, Mont.; Everett, Wash., and branch lines in the states of Minnesota, North Dakota and So. Dakota...	Great Northern R'y Co.....	Lease...	3,719.57

(Page 15.)

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION—*Cont'd.*

(For Roads Not Making Operating Reports, or Subsidiary Operating Roads.)

Give here a full explanation of the contract existing between road (or roads) mentioned on page 31 and the company by which it is operated. In the case of a subsidiary company making an operating report, its mileage will of course appear on page 9.

The lines of this company were leased to the Great Northern R'y Co. on Feb. 1, 1890, for a period of 999 years. Lease recorded in office of secretary of state, State of Minnesota, on the ninth day of May, 1890.

The Great Northern R'y Co. pays as rental: All interest, as same falls due during the term of the lease, on this company's bonds or for which this company may be liable as guarantor. Quarterly, a sum equal to 1½ per cent on the capital stock of this company, free from all taxes. All taxes and assessments upon the property, gross earnings or income of this company, as same shall become due and payable during the term of the lease. The sum of \$1,500 per month, or such portion thereof as shall be required, for paying the expenses of maintaining this company's organization and the transaction of its necessary business.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock.....	200,000	\$100.00	\$20,000,000	\$20,000,000	6	*\$1,200,000
Total.....	200,000	\$100.00	\$20,000,000	\$20,000,000	.....	\$1,200,000

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....	50,000	\$5,000,000
Issued for reorganization.....	150,000	*15,000,000
Total.....	200,000	\$20,000,000

*See statement, page 2.

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EXPLANATORY REMARKS.

*A dividend of 1½ per cent has been paid quarterly out of rentals received from G. N. Ry. Co.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	Rate, Per Ct.	When Payable.	Interest.	
	Date of Issue.	When Due.							Amount Accrued during Year.	Amount Paid during Year.
First mortgage bonds.....	1879	1909	\$8,000,000.00	\$8,000,000.00	\$419,800.00	See note, p. 2	7	{ Jan. 1. } { July 1. } { April 1. } { Oct. 1. }	\$73,745.19	..... ..... ..... ..... page 18
Second mortgage bonds.....	1879	1909	8,000,000.00	8,000,000.00	8,000,000.00	See note, p. 2	6	{ May 1. } { Nov. 1. }	480,000.00	..........
Dakota extension mortgage bonds..	1880	1910	6,000,000.00	5,676,000.00	5,676,000.00	\$5,683,642.65	6	{ Jan. 1. } { July 1. }	340,560.00	..... ..... note
Consolidated mortgage bonds.....	1883	1933	50,000,000.00	{ 13,344,000.00 } { See note 1 page 18 }	{ 13,344,000.00 } { 20,318,000.00 }	{ 13,344,000.00 } { 18,553,000.00 }	6	{ Jan. 1. } { July 1. }	800,640.00	..... ..... note
Montana extension mortgage bonds Less bonds in hands of trustees of Pacific extension mortgage, in accordance with terms of Pacific extension mortgage....	1887	1937	25,000,000.00	19,307,000.00	See ans. under No. 7, p. 53.		4½	{ Jan. 1. } { July 1. }	910,890.00	..... ..... note
Pacific extension mortgage bonds....	1890	1940	{ \$5,000,000 } { \$28,818,484.85 }	{ \$5,950,000 } { \$28,818,484.85 }	7,805,000.00	6,295,877.50	4	{ June 1. } { Dec. 1. }	312,200.00	{ See note 4, } { page 18. }
Total, mortgage bonds.....					\$84,411,284.56				581,818.18	{ See note 3, } { page 18. }
Grand total.....					\$84,411,284.56				\$3,499,853.37	.....

(Page 18.)

EXPLANATORY REMARKS.

Note 1.—Included in this amount are \$10,000,000 sold to stockholders under a resolution of the board of directors, passed April 12, 1883, paid for as follows: \$1,000,000 cash, and railroads, equipment and other property costing over \$9,000,000.

Note 2.—The Pacific extension bonds were issued and paid over to the Great Northern Railway as payment on account of construction of line to the Pacific coast. Of the amount authorized, \$3,000,000 (\$2,950,000 of which have been executed) are in the hands of the trustees of Great Northern Railway collateral trust mortgage as collateral.

Note 3.—The amount of interest shown for Pacific extension bonds, viz.: \$581,818.18, is 4 per cent on \$3,000,000 at \$4.848484 exchange, (the balance of the bonds being deposited with the trustees of Great Northern Railway collateral trust mortgage as collateral).

Note 4.—The interest on this company's bonds is paid by the Great Northern Railway Company under contract for lease of this company's railway, dated Feb. 1, 1890,

(Page 23.)

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....				
Miscellaneous obligations—page 19.....				
Income bonds—page 19.....		\$84,411,284.85	\$3,499,853.37	See note 5, page 18.
Equipment trust obligations—page 21.....				
Total.....		\$84,411,284.85	\$3,499,853.37	

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$163,309.73	Audited vouchers and accounts.....	\$8,417.59
Bills receivable.....	692.60	Wages and salaries.....	1,271.65
Due from solvent companies and individuals.....	66.23	Funds held subject to order of court (see note, page 22).....	121,377.05
Other cash assets (excluding materials and supplies).....	116,355.46	Total—Current liabilities.....	\$131,066.29
Total—Cash and current assets.....	\$280,424.05	Balance—Cash assets.....	149,357.76
		Total.....	\$280,424.05

(Page 22.)

EXPLANATORY REMARKS.

NOTE.—The amount shown as "Funds held subject to order of court," in current liabilities, page 23, represents proceeds from sale of disputed lands under litigation.

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$20,000,000.00	\$20,000,000.00	.....	3,770.42	\$5,304.00
Bonds—page 19 (grand total).....	84,411,284.85	84,411,284.85	.....	3,770.42	22,388.00
Total.....	\$104,411,284.85	\$104,411,284.85	.....	.....	\$27,692.00

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$53,425.86			
Other real estate.....	791.50			
Fences.....	10,659.04			
Grading, bridge and culvert masonry	17,090.89			
Bridges and trestles.....	22,583.33			
Rails.....	137,358.31			
Buildings, furniture and fixtures.....	62,272.73			
Shop machinery and tools.....	217.81			
Sidings and yard extensions.....	44,408.00			
Road built by contract.....	17,703.56			
Other items.....	16,065.54			
Total construction.....	\$382,576.57	\$102,611,897.15	\$102,994,473.72	\$27,316.44
EQUIPMENT—				
Locomotives.....	2,892.71			
Sleeping, parlor, and dining cars.....	106.13			
Freight cars.....	49,946.76			
Other cars of all classes.....	477.83			
Total equipment.....	\$53,423.43	\$9,063,458.55	\$9,116,881.98	\$2,418.00
Grand total cost construction, equip- ment, etc.....	\$436,000.00	\$111,675,355.70	\$112,111,355.70	\$29,734.44

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INCOME ACCOUNT.

(For Roads not Making Operating Reports.)

Income from lease of road.....		\$4,692,865.95
Miscellaneous income—less expenses—page 41.....	\$13,019.08	
Income from other sources.....		13,019.08
Total income.....		\$4,705,885.03
DEDUCTIONS FROM INCOME—		
Salaries and maintenance of organization.....	\$6,031.66	
Interest on funded debt accrued—page 23.....	3,499,853.37	
Total deductions from income.....		\$3,505,885.03
Net income.....		\$1,200,000.00
Dividends, 6 per cent stock—page 17.....	\$1,200,000.00	
Total.....		\$1,200,000.00
Surplus on June 30, 1895 (from "general balance sheet," 1895 report).....		\$1,909,446.61
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51)..		\$1,909,446.61

(Page 41.)

RENTALS RECEIVED.

Miscellaneous Income.

Accrued interest collected on consolidated mortgage bonds issued during year in exchange for first mortgage bonds collected to date of issue.....	\$13,019.08
Total.....	\$13,019.08

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
ASSETS.					
Cost of road—page 29.....		\$102,994,473.72		\$382,576.57	
Cost of equipment—page 29.....		9,116,881.98		58,423.43	
Stocks owned—page 37.....					
Bonds owned—page 39.....					
Premium on bonds redeemed and exchanged.....		372,260.00		86,355.00	
Cash and current assets—page 23.....		280,424.05			\$657,460.84
Grand total.....	\$112,897,145.59		\$112,764,039.75		\$133,105.84

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	Item.	Total.	Increase.	Decrease.
LIABILITIES.					
Capital stock—page 17.....		\$20,000,000.00			
Funded debt—page 23.....		84,411,284.85			\$347,100.00
Current liabilities—page 23.....		131,066.29			226,977.55
Sinking fund, first mortgage bonds.....		6,046,914.86		\$397,843.58	
Sinking fund, consolidated mortgage bonds.....		22,872.90		653.89	
Pacific extension bonds, unexecuted.....		242,424.24		242,424.24	See note, page 50
Profit and loss—page 51 (or 33).....		1,909,446.61			
Grand total.....	\$112,897,145.59		\$112,764,039.75		\$133,105.84

(Page 50.)

EXPLANATORY REMARKS.

The amount shown as Pacific extension bonds unexecuted, \$242,424.24, on page 51, has been included in error with current liabilities in reports in for former years.

(Page 53.)

IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

3. Main track at Minneapolis Junction constructed, .03 miles; second track constructed, .69 miles.

7. Consolidated mortgage $4\frac{1}{2}$ per cent bonds issued on account first mortgage bonds redeemed by trustees as provided by mortgage, \$1,400; exchanged for first mortgage bonds during year ending June 30, 1896, \$1,353,600.

8. First mortgage bonds redeemed by exchange for consols, \$1,353,600; for cash, \$548,500; total, \$1,902,100.

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SECURITY FOR FUNDED DEBT—Page 23.

CLASS OF SECURITY.	From.	To.	Miles.
First mortgage bonds.....	St. Paul, Minn.....	International boundary, St. Vincent.....	393.015
	St. Cloud, Minn.....	Sauk Rapids, Minn.....	2.411
	Minneapolis Jct., Minn.....	Breckenridge, Minn.....	205.390
	Crookston, Minn.....	Red river, Minn.....	23.542
Second mortgage.....	Same lines as first mortgage.....		624.388
Dakota extension mortgage.....	Morris, Minn.....	Brown's Valley, Minn.....	46.680
	Barnesville, Minn.....	Neche, Dak.....	182.060
	Red river.....	End of line west.....	64.589
	Breckenridge, Minn.....	Portland, Dak.....	100.041
	Ripon, Dak.....	Hope, Dak.....	29.610
	Everest, Minn.....	Mayville, Dak.....	45.520
Consolidated mortgage.....	Same lines as first mortgage.....		624.388
	Same lines as Dakota extension mortgage.....		468.500
	St. Cloud, Minn.....	Willmar, Minn.....	55.050
	Elk River, Minn.....	Milaca, Minn.....	31.800
	Tintah, Minn.....	Evansville, Minn.....	32.031
	Minneapolis, Minn.....	St. Cloud, Minn.....	62.960
	St. Cloud, Minn.....	Hinckley, Minn.....	66.510
	Suk Centre, Minn.....	Eagle Bend, Minn.....	36.437
	Fergus Falls, Minn.....	Pelican Rapids, Minn.....	21.643
	Carlisle, Minn.....	Elizabeth, Minn.....	3.520
	Lake Jct., Minn.....	Spring Park, Minn.....	6.000
	Shirley, Minn.....	St. Hilaire, Minn.....	21.600
	Moorhead, Minn.....	Halstad, Minn.....	34.000
	Hutchinson Jct., Minn.....	Hutchinson, Minn.....	53.067
	Benson, Minn.....	Watertown, Dak.....	91.624
	Tintah, Minn.....	Ellendale, Dak.....	104.321
	Rutland, Dak.....	Aberdeen, Dak.....	64.000
	Moorhead, Minn.....	Wahpeton, Dak.....	45.000
	End of track, Dakota.....	Montana boundary.....	282.583
	Portland, Dak.....	Langdon, Dak.....	106.189
	Mayville, Dak.....	Portland Jct., Dak.....	6.036
	Rugby Jct., Dak.....	Bottineau, Dak.....	38.659
	St. Cloud, Minn.....	End of track.....	2.530
	Carman, Minn.....	Fosston, Minn.....	44.690
	Church's Ferry, Dak.....	St. John, Dak.....	55.210
	Grafton, Dak.....	Cavalier, Dak.....	31.710
	Eagle Bend, Minn.....	Park Rapids, Minn.....	54.524
	Halstad, Minn.....	Alton, N. Dak.....	10.381
	St. Hilaire, Minn.....	Thief River Falls, Minn.....	7.586
	St. Hilaire, Minn.....	Red Lake Falls, Minn.....	10.131
	Addison, N. Dak.....	Rita, N. D.....	11.780
Montana extension.....	Dakota boundary.....	Great Falls, Mont.....	419.092
	Pacific Jct., Mont.....	Montana-Idaho state line.....	383.400
Pacific extension.....	Pacific Jct., Mont.....	Everett, Wash.....	818.830

NOTE 1.—By the terms of the mortgage the Dakota extension mortgage, in addition to the lines above enumerated thereunder, also covers all other lines owned by this company in North and South Dakota.

NOTE 2.—In addition to the above the first, second and consolidated mortgages cover second track, 30.776 miles; third and fourth tracks, 18.580 miles; fifth track, 2.319 miles; sixth track, .724 miles. The above tracks are located between St. Paul and Fridley and Lake Junction, Minn.

NOTE 3.—Montana extension bonds were issued upon line Pacific Junction to Montana-Idaho state line and placed in hands of trustees of Pacific extension mortgage to secure to holders of that mortgage the first lien to the above line in Montana, as the Montana extension mortgage covers all lines constructed in Montana.

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DESCRIPTION OF EQUIPMENT.

Equipment leased to Great Northern R'y and reported by that company.

(Page 67.)

MILEAGE.

Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	Main Line.	Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
				Iron.	Steel.
Minnesota	1,332.08	1,332.08	.03	117.32	1,214.76
Minnesota, 2d, 3d, 4th, 5th and 6th tracks.....	50.85	50.85	.69	.....	50.85
North Dakota	1,050.84	1,050.84	.40	79.74	971.10
South Dakota	99.25	99.25	.....	.....	99.25
Montana	801.97	801.97	.....	.....	801.97
Idaho	82.70	82.70	.....	.....	82.70
Washington	352.73	352.73	.....	.....	352.73
Total mileage owned	3,770.42	3,770.42	.32	197.06	3,573.36

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

Mileage of Line Owned, by States and Territories (Single Track).

STATE OF MINNESOTA.	Main Line.	Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
				Iron.	Steel.
Main line.....	1,332.08	1,332.08	.03	117.32	1,214.76
2d, 3d, 4th, 5th and 6th tracks.....	50.85	50.85	.69	50.85
Total mileage owned (single track).....	1,382.93	1,382.93	.72	117.32	1,265.61

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Num- ber.	Height of Lowest Above Sur- face of Rail.
Bridges—					Overhead Highway Crossings—		Ft. In.
Iron.....	12	2,555	45	685	Bridges, conduits, trestles..	73	18
Wooden.....	46	3,719	44	400	Total	73	.....
Combination.....	1	100	.....	.....	Overhead Railway Crossings—		
Total.....	59	6,374	.....	.....	Bridges, conduits, trestles..	1	19 5
Trestles.....	1,318	65,575	8	1,032	Total.....	1	.....

Gauge of track, 4 feet, 8½ inches. 1,382.93 miles.

TELEGRAPH.

Owned by Company Making this Report.

Owned and Operated Jointly by Great Northern R'y Co. and Western Union Telegraph Co—

Miles of line.....	1,325.57
Miles of wire.....	4,723.21

St. Paul & Northern Pacific Railway Company.

HISTORY.

(Page 3.)

1. Name of common carrier making this report? St. Paul & Northern Pacific Railway Company.

2. Date of organization? Feb. 10, 1874.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota, as Western Railroad Company of Minnesota. Name changed to St. Paul & Northern Pacific Railway Company, May 8, 1883.

7. What carrier operates the road of this company? Northern Pacific Railroad Company.

ORGANIZATION.

(Page 5.)

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Edwin H. McHenry.....	St. Paul, Minn.....	June 1, 1897
Frank G. Bigelow.....	Milwaukee, Wis.....	June 1, 1897
J. W. Kendrick.....	Minneapolis, Minn.....	June 1, 1897
George P. Miller.....	Milwaukee, Wis.....	June 1, 1897
C. W. Bunn.....	St. Paul, Minn.....	June 1, 1897
John Scott.....	Arrochar, Staten Isl., N. Y.....	June 1, 1897
George H. Earl.....	Jersey City, N. J.....	June 1, 1897

Total number of stockholders at date of last election? 11.

Date of last meeting of stockholders for election of directors? June 3, 1896.

Give postoffice address of general office? St. Paul, Minn.

OFFICERS.

(Page 7.)

Title.	Name.	Location of Office.
President.....	Edwin H. McHenry.....	St. Paul, Minn
Vice president.....	F. G. Bigelow.....	St. Paul, Minn
Secretary.....	George H. Earl.....	New York, N. Y
Treasurer.....	C. A. Clark.....	St. Paul, Minn
Assistant treasurer.....	W. G. Ward.....	New York, N. Y
Comptroller.....	J. H. Randall.....	St. Paul, Minn
Chief engineer.....	E. H. McHenry.....	St. Paul, Minn
Land commissioner.....	Wm. H. Phipps.....	St. Paul, Minn

(Page 13.)

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

(For Roads not Making Operating Reports.)

Name of Railroad the Income of which from Lease, or from other Assignment for Operation, is Included in the Income Account—Page 33.

NAME.	TERMINALS.		By What Company Operated.	Under What Kind of Contract Operated	Miles of Line.
	From.	To.			
St. Paul & Northern Pacific Ry. Co.....	{ St. Paul.....	Brainerd.....	Northern Pacific...	Traffic..	181.27
Branches and spurs.....	{ Little Falls.....	Staples.....			11.23
Total mileage.....					192.50

(Page 15.)

PROPERTY LEASED, OR OTHERWISE CONTROLLED FOR OPERATION.

(For Roads not Making Operating Reports; and for Subsidiary Operating Roads.)

Give here a full explanation of the contract or other relation existing between road (or roads) mentioned on page 13 and the company by which it is operated. A similar statement should be made regarding the relation of a subsidiary company making an operating report, the mileage of which it is proper to return on pages 9A, 9 and 11.

This company has leased its road to the Northern Pacific Railroad Company for the term of 999 years from Feb. 1, 1883; is to receive forty (40) per cent of the gross earnings over its line, which is never to be less than the interest upon its bonded indebtedness, and if necessary, the sum of ten thousand dollars additional to maintain its organization.

Contract and lease of the St. Paul & Northern Pacific Railway Company with the Northern Pacific Railroad Company, dated June 1, 1883, is on file in the office of the Railroad and Warehouse Commission, in St. Paul, Minnesota.

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand'g.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock, common.....	100,000	\$100.00	\$10,000,000	\$7,000,000	6 p. c.	\$420,000
Total.....	100,000	\$100.00	\$10,000,000	\$7,000,000		\$420,000

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate, Per Ct.	When Payable.	Am't Accr'd during Y'r.	Am't Paid during Y'r.
Railroad and land mortgage.....	May 1, 1877.	May 1, 1907.	\$500,000.00	\$500,000.00	\$420,000.00	\$500,000.00	7	{ May 1. } { Nov. 1. }	\$29,400.00	\$29,400.00
General mortgage.....	June 1, 1883.	Feb. 1, 1923.	10,000,000.00	8,191,000.00	8,191,000.00	8,003,000.00	6	{ Feb. 1. } { Aug. 1. }	480,180.00	480,000.00
Total .....	.....	.....	\$10,500,000.00	\$8,691,000.00	\$8,611,000.00	\$8,503,000.00	.....	.....	\$709,580.00	\$509,400.00

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19	\$8,691,000.00	\$8,691,000.00	\$509,580.00	\$509,400.00
Miscellaneous obligations—page 19				
Income bonds—page 19				
Equipment trust obligations—page 21				
Total	\$8,691,000.00	\$8,691,000.00	\$509,580.00	\$509,400.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash	\$75,404.12	Audited vouchers and accounts	\$8,753.08
Due from solvent companies and individuals	608,530.51	Matured interest coupons unpaid (including coupons due July 1)	2,775.00
Total—cash and current assets	\$683,984.63	Total—current liabilities	\$11,528.08
		Balance—cash assets	672,456.55
Total	\$683,984.63	Total	\$683,984.63

RECAPITULATION.

(Page 25.)

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital Stock—page 17.....	\$7,000,000.00	\$6,250,000.00	\$750,000.00	192.50	\$32,467.53
Bonds—page 19 (grand total).....	8,611,000.00	8,611,000.00			41,574.93
Equipment trust obligations—page 21.....					
Total.....	\$15,611,000.00	\$14,861,000.00	\$750,000.00	192.50	

REMARKS—188 bonds held for construction purposes.

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

Reported by the Northern Pacific Railroad Company.

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$254.02	\$2, 229, 695.61	\$2, 229, 949.63	\$11, 584.15
Other real estate.....	3, 029.14	3, 099, 334.70	3, 102, 426.84	16, 116.50
Fences.....		85, 596.26	85, 596.26	444.65
Grading, bridge and culvert masonry..	25.81	2, 811, 419.56	2, 811, 445.37	14, 604.91
Bridges and trestles.....	405.18	924, 115.34	924, 520.52	4, 802.70
Rails.....	1, 457.89	1, 229, 689.48	1, 231, 147.37	6, 395.57
Ties.....	763.98	372, 602.96	373, 366.94	1, 939.50
Other superstructure.....		25, 868.92	25, 868.92	134.38
Buildings, furniture and fixtures.....	1, 905.73	976, 496.19	978, 401.72	5, 082.60
Shop machinery and tools.....		171, 637.34	171, 637.34	891.62
Telegraph line.....		8, 399.05	8, 399.05	43.63
Purchase of constructed road.....		1, 426, 162.33	1, 426, 162.33	7, 408.63
Other items.....	1, 465.68	808, 159.47	809, 616.15	4, 205.79
Total construction.....	\$9, 370.43	\$14, 169, 168.21	\$14, 178, 538.64	\$73, 655.78

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INCOME ACCOUNT.

(For Roads not Making Operating Reports.)

Income from lease of road		\$894, 639.92
Miscellaneous income, less expenses—page 41.....	\$5, 715.35	
Income from other sources.....		5, 715.35
Total income.....		\$900, 355.27
DEDUCTIONS FROM INCOME—		
Salaries and maintenance of organization.....	\$6, 088.45	
Interest on funded debt accrued—page 23.....	509, 580.00	
Rents paid for lease of road—page 47, A.....	11, 582.04	
Other deductions.....	16, 021.99	
Total deductions from income		543, 272.48
Net income		\$357, 082.79
Dividend, 6 per cent, common stock—page 17.....		420, 000.00
Deficit from operations of year ending June 30, 1896.....		62, 917.21
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		218, 503.90
Surplus on June 30, 1896 (for entry on general balance sheet, page 51).....		\$155, 586.69

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STOCKS OWNED.

A. Railway Stocks.

NAME.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Minneapolis Railway Terminal Co	\$50,500.00	.....	.....	\$50,500.00
Total	\$50,500.00	.....	.....	\$50,500.00

B Other Stocks.

Minneapolis Stock Yards & Packing Co.....	\$86,400.00	.....	.....	\$86,400.00
New Brighton Land Co.....	13,600.00	..	.....	13,600.00
Total.....	\$100,000.00	.....	.....	\$100,000.00
Grand total, A and B.....	\$150,500.00	.....	.....	\$150,500.00

(Page 41.)

RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

Grand total rents received..... \$894,639.92

MISCELLANEOUS INCOME.

Miscellaneous interest..... \$5,715.35

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks	Little Falls to the connection with the Staples line.....	Little Falls & Dakota R'y Co.....	\$4,050.00	.....
Tracks	Minneapolis.....	Minn. & St. Louis R. R. Co.	7,352.76	.....
Tracks	Minneapolis.....	Chicago G't West'n R'y Co.	179.28	.....
Total.....	.....	.....	.....	\$11,582.04

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$14,169,168.21		Cost of road—page 29.....	\$14,178,538.64		\$9,370.43	
150,500.00		Stocks owned—page 37.....	150,500.00			
871,883.88		St. Paul warehouse property.....	878,401.89		6,518.51	
188,000.00		W. G. Ward, assistant treasurer.....	188,000.00			
753,222.43		Cash and current assets—page 23.....	683,984.63			\$89,237.80
5,019.79		OTHER ASSETS—				
146,651.41		Materials and supplies.....	155,650.48		8,999.07	5,019.79
3,123.68		Sinking fund.....	10,252.58		7,128.85	
		Sundries.....				
\$16,287,568.90		Grand total.....	\$16,245,328.17			\$42,240.73

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$7,000,000.00		Capital stock—page 17.....	\$7,000,000.00			
8,611,000.00		Funded debt—page 23.....	8,611,000.00			
54,530.92		Current liabilities—page 23.....	11,528.08			\$43,062.84
		Real estate mortgages.....	33,000.00		\$35,000.00	
166,320.00		Accrued interest on funded debt not yet payable.....	168,408.40		2,088.00	
237,154.08		Land department, net receipts.....	263,808.40		26,654.32	
216,863.90		Profit and loss—page 31 (or 33).....	156,886.69			62,977.21
\$16,287,568.90		Grand total.....	\$16,245,328.17			\$42,240.73

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

1 to 5. Reported by Northern Pacific R. R. Co.

(Page 55.)

CONTACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9 Other contracts.

5. Northern Pacific Railroad Company.

SUB-CONTRACTS.

1. Minneapolis & St. Louis Railroad Co.
2. Minneapolis & St. Croix and Minneapolis, Sault Ste Marie & Atlantic R'y Co.
3. Minneapolis, Sault Ste Marie & Atlantic R'y Co.
4. St. Paul & St. Croix Falls Railway Co.
5. Minnesota & Northwestern Railroad Co.
6. Chicago, St. Paul & Kansas City Railway Co.
7. Minneapolis & Pacific Railway Co.
8. Wisconsin Central Railway Co.
9. Minneapolis, St. Paul & Sault Ste Marie Railway Co.

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SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			What Equipment Mortgaged.
	From.	To.	Miles.	
Railroad and land mortgage.....	Brainerd.....	Sauk Rapids.....	60.33	} See note.
General mortgage.....	Brainerd.....	St. Paul.....	181.27	
	Little Falls.....	Staples.....		

NOTE.—Applies upon all its railroad, land grant, real estate, franchises, structures and facilities, terminals and otherwise now owned or held or hereafter to be acquired. Interest guaranteed by Northern Pacific Railroad Co.

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers.....	9	2,534	\$3,333.33	\$1.32
General office clerks.....	1	313	960.00	3.07
All other employes and laborers.....	1	313	480.00	1.53
Total (including general officers) Minnesota	11	3,160	\$4,773.33	1.51
Less general officers.....	9	2,534	3,333.33	1.32
Total (excluding general officers) Minnesota	2	626	\$1,440.00	\$2.30
DISTRIBUTION OF ABOVE—				
General administration.....	11	3,160	\$4,773.33	\$1.51

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

Reported by Northern Pacific Railroad Company.

(Page 73.)

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line Miles.	Length of Straight Line, Miles.	Ascending Grades.			Descending Grades.			
						Num- ber.	Sum of Ascend- ents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descend- ents, Feet.	Aggregate Length of Descending Grades, Miles.	
St. Paul.....	Staples and Brainerd.....	181.27	108	24.55	156.72	37.29	147	1588	97.81	108	9.36	46.19
Total.....	181.27	108	24.55	156.72	37.29	147	1588	97.81	108	9.36	46.19

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Lowest Above Surface of Rail. Feet. In.
Bridges—					Overhead Highway Crossings—		
Iron	26	4,519½	17½	1,582	Bridges	14	19
Combination	1	142	142	142			
Total	27	4,661½			Total	14	
Trestles	19	872	12	190			
Tunnels	4	1,423	88	818	Tunnels	4	18 03

Gauge of track, 4 feet 8½ inches. 192.50 miles.

TELEGRAPH.

Owned by Company Making this Report.

Operated by Northern Pacific R. R. Co.—

Miles of wire..... 68

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EXPLANATORY REMARKS.

All figures relating to characteristics of road are furnished by the Northern Pacific Co. and reported by them.

Willmar & Sioux Falls Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Willmar & Sioux Falls Railway Co.
2. Date of organization? March 3, 1886.
3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. General Laws of the State of Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
W. P. Clough	St. Paul, Minn.....	} When successor is elected.
E. Sawyer.....	St. Paul, Minn.....	
M. D. Grover	St. Paul, Minn.....	
Samuel Hill.....	Minneapolis, Minn....	
Louis W. Hill.....	St. Paul, Minn.....	

Total number of stockholders at date of last election? Six.
 Date of last meeting of stockholders for election of directors? Oct. 25, 1895.
 Give postoffice address of general office? St. Paul, Minn.
 Give postoffice address of operating office? St. Paul, Minn.

(Page 7)

OFFICERS.

Title.	Name.	Location of Office.
President	W. P. Clough	St. Paul, Minn.
Secretary and treasurer....	E. Sawyer.....	St. Paul, Minn.
General solicitor.....	M. D. Grover	St. Paul, Minn.
Comptroller.....	R. I. Farrington.....	St. Paul, Minn.
Chief engineer.....	Jno. F. Stevens.....	St. Paul, Minn.
General superintendent	J. M. Barr.....	St. Paul, Minn.
Division superintendent...	F. L. Corwin.....	Willmar, Minn.
Supt. of telegraph.....	C. P. Adams.....	St. Paul, Minn.
Traffic manager.....	H. L. Shute.....	St. Paul, Minn.
General freight agent	George O. Somers.....	St. Paul, Minn.
Ass't gen. freight ag't.....	W. H. Hill.....	St. Paul, Minn.
General passenger agent...	F. I. Whitney.....	St. Paul, Minn.
Ass't gen. passenger ag't...	D. Davies.....	St. Paul, Minn.
General ticket agent	F. I. Whitney.....	St. Paul, Minn.
Ass't gen. ticket ag't.....	D. Davies.....	St. Paul, Minn.
General baggage agent.....	S. A. Smart	St. Paul, Minn.

(Page 9, A.)

PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below observe the following classification and order:

1. Railroad line represented by Capital Stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named	Miles of Line for Each Class of Roads Named
	From	To.		
1. Willmar & Sioux Falls R'y.				
a. Main line.....	Willmar, Minn.....	So. Dakota State Line..	122.60	122.60
Total.....				122.60

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PROPERTY OPERATED—Continued.

1. a Willmar & Sioux Falls Ry.....	Willmar, Minn.....	Yankton, S. D.....	205.25	205.25
Total				205.25

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstand- ing.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock.....	15,000	100.00	\$1,500,000	\$1,500,000		
Total.....	15,000		\$1,500,000	\$1,500,000		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash.....			10	\$1,000.00
Issued for construction.....			14,990	*1,499,000.00
Total			15,000	\$1,500,000.00

*Applied at this amount upon contract for construction of this company's railway.

(Page 19.)

FUNDED DEBT.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate Per Cent.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
First mortgage bonds.....	June, 1888	June, 1938	\$3,645,950.00	\$3,625,000.00	\$3,625,000.00	*\$3,625,000.00	5	{ Dec. 1... June 1.. }	\$181,250.00	\$181,250.00
Total .....	.....	.....	\$3,645,950.00	\$3,625,000.00	\$3,625,000.00	\$3,625,000.00	.....	.....	\$181,250.00	\$181,250.00
Grand total.....	.....	.....	\$3,645,950.00	\$3,625,000.00	\$3,625,000.00	\$3,625,000.00	.....	.....	\$181,250.00	\$181,250.00

* Applied at this amount upon contract for construction of this company's railway and toward purchase of constructed road.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19				
Miscellaneous obligations—page 19				
Income bonds—page 19	\$3,625,000.00	\$3,625,000.00	\$181,250.00	\$181,250.00
Equipment trust obligations—page 21				
Total	\$3,625,000.00	\$3,625,000.00	\$181,250.00	\$181,250.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Balance current liabilities	\$46,506.76	Audited vouchers and accounts	\$46,506.76
Total	\$46,506.76	Total current liabilities	\$46,506.76

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$1,500,000.00	\$1,500,000.00	.....	205.25	\$7,308.00
Bonds—page 19 (grand total).....	3,625,000.00	3,625,000.00	.....	205.25	17,661.00
Total	\$5,125,000.00	\$5,125,000.00	.....	.....	\$24,969.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Willmar & Sioux Falls Ry.....	\$1,500,000.00	\$3,625,000.00	\$5,125,000.00	205.25	\$24,969.00
Total.....	\$1,500,000.00	\$3,625,000.00	\$5,125,000.00	205.25	\$24,969.00

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Expenditures during Year Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Right of way.....	\$62.50		\$4,563.57	
Other real estate.....			513.90	
Fences.....	514.72		18,226.10	
Buildings, furniture and fixtures.....	273.17		16,128.31	
Interest during construction.....			170,625.00	
Sidings and yard extensions.....	88.55		8,118.94	
Road built by contract.....			4,125,000.00	
Purchase of constructed road.....			1,061,783.32	
Other items.....	(Cr.) 60.00		70.00	
Total construction.....	\$878.94	\$5,404,150.20	5,405,029.14	\$26,333.88
Total cost construction, etc.—State of Minnesota.....	\$850.39 Cannot	state.....	

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$627,344.78	
Less operating expenses—page 45	270,672.05	
Income from operation.....		\$356,672.73
Total income.....		\$356,672.73
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$181,250.00	
Taxes.....	19,401.16	
Total deductions from income.....		200,651.16
Net income.....		\$156,021.57
Surplus from operations of year ending June 30, 1896.....		\$156,021.57
Surplus on June 30, 1895 (from "general balance sheet," 1895 report)....		62,496.65
Surplus on June 30, 1896 (for entry on "general balance sheet," page 51)....		\$218,518.22

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc.	Actual Earnings.
PASSENGER—			
Total passenger revenue			\$56,396.22
Mall			8,794.89
Express			4,450.10
Extra baggage and storage			1,085.53
Other items			186.60
Total passenger earnings			\$70,913.34
FREIGHT—			
Freight revenue	\$444,947.07		
Total deductions		\$3,824.21	
Total freight revenue			\$441,122.86
Other items			57.19
Total freight earnings			\$441,180.05
Total passenger and freight earnings			\$512,093.39
OTHER EARNINGS FROM OPERATION—			
Switching charges—balance			4.00
Rents not otherwise provided for			319.00
Total other earnings			\$323.00
Total gross earnings from operation—Minnesota			\$512,416.39
Total gross earnings from operation—entire line			\$627,344.78

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EXPLANATORY REMARKS.

In computing earnings within the State of Minnesota, as shown on opposite page, the revenues from interstate traffic have been divided upon basis of miles hauled. The company does not admit the correctness of the present mode of division, but temporarily uses it for the purpose of making up its report so the Railroad and Warehouse Commission of said state, in compliance with the wishes of said commissioners.

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$45,850.05
Renewals of rails.....	67.95
Renewals of ties.....	9,117.27
Repairs and renewals of bridges and culverts.....	17,475.13
Repairs and renewals of fences, road crossings, signs, and cattle guards.....	1,340.23
Repairs and renewals of buildings and fixtures.....	3,306.88
Repairs and renewals of telegraph.....	477.10
Stationery and printing.....	44.30
Total.....	\$77,678.91

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$1,546.58
Repairs and renewals of locomotives.....	15,122.85
Repairs and renewals of passenger cars.....	3,627.03
Repairs and renewals of freight cars.....	9,144.30
Repairs and renewals of work cars.....	723.80
Repairs and renewals of shop machinery and tools.....	570.61
Stationery and printing.....	117.70
Other expenses.....	230.35
Total.....	\$31,083.22

CONDUCTING TRANSPORTATION.

Superintendence.....	\$6,357.69
Engine and roundhouse men.....	25,230.74
Fuel for locomotives.....	39,152.49
Water supply for locomotives.....	1,109.23
Oil, tallow and waste for locomotives.....	800.94
Other supplies for locomotives.....	373.76
Train service.....	19,717.60
Train supplies and expenses.....	2,850.30
Switchmen, flagmen and watchmen.....	2,816.87
Telegraph expenses.....	6,897.41
Station service.....	14,395.19
Station supplies.....	5,517.65
Switching charges—balance.....	377.50
Car mileage—balance.....	5,183.14
Hire of equipment.....	6.28
Loss and damage.....	1,941.89
Injuries to persons.....	1,787.38
Clearing wrecks.....	299.08
Advertising.....	1,969.91
Outside agencies.....	7,304.54
Commissions.....	958.78
Rents of buildings and other property.....	82.70
Stationery and printing.....	1,450.09
Other expenses.....	977.40
Total.....	\$147,558.56

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OPERATING EXPENSES.—*Continued.*

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$2,897.42
Salaries of clerks and attendants.....	4,975.33
General office expenses and supplies.....	1,157.51
Insurance.....	1,691.24
Law expenses.....	1,021.87
Stationery and printing (general offices).....	769.68
Other expenses.....	1,838.31
Total.....	<u>\$14,351.36</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$77,678.91
Maintenance of equipment.....	31,083.22
Conducting transportation.....	147,558.56
General expenses.....	<u>14,351.36</u>
Grand total.....	\$270,672.05
Percentage of expenses to earnings—entire line.....	43.15

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$52,556.31
Maintenance of equipment.....	18,489.43
Conducting transportation.....	85,953.12
General expenses.....	<u>8,565.07</u>
Total.....	\$165,563.93
Percentage of expenses to earnings—Minnesota	32.31

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	ASSETS.	Item.	Total.	Decrease.
\$5,404,450.20		\$5,405,029.14	.....	\$878.94
100.00	Cost of road—page 29.....	100.00	.....	.....
.....	Lands owned.....	.....	.....	.....
.....	Grand total.....	.....	\$5,405,129.14	\$878.94
\$5,404,250.20

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	LIABILITIES.	Item.	Total.	Decrease.
\$1,500,000.00		\$1,500,000.00	.....	.....
3,625,000.00	Capital stock—page 17.....	3,625,000.00	.....	.....
201,649.29	Funded debt—page 23.....	46,506.76	.....	.....
15,104.16	Current liabilities—page 23.....	43,104.16	.....	.....
62,496.65	Accrued interest on funded debt not yet payable.....	218,518.22	.....	.....
.....	Profit and loss—page 31 (or 33).....	.....	.....	.....
.....	Grand total.....	.....	\$5,405,129.14	\$878.94
\$5,404,250.20

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. The Great Northern Express Co. does all express business on this railroad, this company receiving a percentage of earnings.
2. Postal routes established by the government in accordance with law.
3. Sleeping cars owned by Great Northern Railway are run over this road.

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SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Income Mortgaged.
	From	To	Miles.		
First mortgage bonds.....	Willmar, Minn.....	Yankton, S. D.....	205.25	\$17,661.00	All.

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

Included in report of Great Northern Railway Co.

(Page 59.)

EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
General officers.....	14	5,124	\$2,813.26	\$0.55
Other officers.....	1	373	3,413.86	9.15
General office clerks.....	12	4,216	7,865.30	1.86
Station agents.....	16	4,654	7,586.24	1.63
Other station men.....	2	776	628.95	.81
Enginemen.....	7	1,945	7,469.52	3.84
Firemen.....	7	1,948	4,305.35	2.21
Conductors.....	4	1,394	4,655.48	3.34
Other trainmen.....	8	2,027	4,033.02	1.99
Carpenters.....	7	5,830	13,292.12	2.28
Section foremen.....	20	7,004	9,875.07	1.41
Other trackmen.....	135	9,924	12,003.30	1.21
All other employes and laborers.....	24	776	985.56	1.27
Total (including general officers) Minnesota	257	45,991	\$78,932.03	\$1.72
Less general officers.....	14	5,124	2,813.26	.55
Total (excluding general officers) Minnesota.	243	40,867	\$76,118.77	\$1.86
DISTRIBUTION OF ABOVE:				
General administration.....	27	9,713	14,092.42	1.45
Maintenance of way and structures.....	162	22,758	35,175.49	1.55
Conducting transportation.....	68	13,520	29,664.12	2.19
Total (including general officers), Minnesota	257	45,991	\$78,932.03	\$1.72
Less general officers.....	14	5,124	2,813.26	.55
Total (excluding general officers), Minnesota	243	40,867	\$76,118.77	\$1.86
Total (including general officers), entire line	445	71,921	122,158.43	1.70

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for	Column for
	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	55,221	
Number of passengers carried one mile.....	1,751,120	
Number of passengers carried one mile per mile of road.....	14,283	
Average distance carried.....	31.7	
Total passenger revenue—page 35.....		\$56,396.22
Average amount received from each passenger.....		1.02.128
Average receipts per passenger per mile.....		.03.221
Total passenger earnings—page 35.....		70,913.34
Passenger earnings per mile of road.....		578.41
Passenger earnings per train mile.....		.91.162
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	312,746	
Number of tons carried one mile.....	29,421,799	
Number of tons carried one mile per mile of road.....	239,982	
Average distance haul of one ton.....	94.1	
Total freight revenue—page 35.....		441,122.86
Average amount received for each ton of freight.....		1.41.048
Average receipts per ton per mile.....		.01.499
Total freight earnings—page 35.....		441,180.05
Freight earnings per mile of road.....		3,598.53
Freight earnings per train mile.....		3.63.662
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		497,519.08
Passenger and freight revenue per mile of road.....		4,058.06
Passenger and freight earnings—page 35.....		512,093.39
Passenger and freight earnings per mile of road.....		4,176.94
Gross earnings from operation—page 35.....		512,416.39
Gross earnings from operation per mile of road.....		4,179.57
Gross earnings from operation per train mile.....		2.57.361
Operating expenses—page 45.....		165,563.93
Operating expenses per mile of road.....		1,350.43
Operating expenses per train mile.....		.83.154
Income from operation—page 31.....		346,852.46
Income from operation per mile of road.....		2,829.14
TRAIN MILEAGE—		
Miles run by passenger trains.....	77,788	
Miles run by freight trains.....	121,316	
Total mileage trains earning revenue.....	199,104	
Miles run by switching trains (included in report G. N. R'y).....		
Miles run by construction and other trains.....	8,041	
Grand total train mileage.....	207,145	
Mileage of loaded freight cars—east.....	901,418	
Mileage of loaded freight cars—west.....	906,523	
Mileage of empty freight cars—east.....	202,910	
Mileage of empty freight cars—west.....	218,862	
Average number of freight cars in train.....	18.40	
Average number of loaded cars in train.....	14.93	
Average number of empty cars in train.....	3.47	
Average number of tons of freight in train.....	242.52	
Average number of tons of freight in each loaded car.....	16.24	

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Reve- nue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	69,945	.....
Number of passengers carried one mile.....	2,409,491	.....
Number of passengers carried one mile per mile of road.....	11,739	.....
Average distance carried.....	34.59	.....
Total passenger revenue—page 35.....		\$79,581.12
Average amount received from each passenger.....		1.13.777
Average receipts per passenger per mile.....		.03.303
Total passenger earnings—page 35.....		103,122.32
Passenger earnings per mile of road.....		502.42
Passenger earnings per train mile.....		78.642
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	320,027	.....
Number of tons carried one mile.....	32,167,687	.....
Number of tons carried one mile per mile of road.....	156,724	.....
Average distance haul of one ton.....	100.5	.....
Total freight revenue—page 35.....		523,214.03
Average amount received for each ton of freight.....		1.67.240
Average receipts per ton per mile.....		.01.626
Total freight earnings—page 35.....		523,331.21
Freight earnings per mile of road.....		2,549.73
Freight earnings per train mile.....		2.85.611
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		602,795.15
Passenger and freight revenue per mile of road.....		2,936.88
Passenger and freight earnings—page 35.....		626,453.53
Passenger and freight earnings per mile of road.....		3,052.15
Gross earnings from operation—page 35.....		627,344.78
Gross earnings from operation per mile of road.....		3,056.49
Gross earnings from operation per train mile.....		1.99.562
Operating expenses—page 45.....		270,672.05
Operating expenses per mile of road.....		1,318.74
Operating expenses per train mile.....		.86.103
Income from operation—page 31.....		356,672.73
Income from operation per mile of road.....		1,737.75
TRAIN MILEAGE—		
Miles run by passenger trains.....	131,128	.....
Miles run by freight trains.....	183,232	.....
Total mileage trains earning revenue.....	314,360	.....
Miles run by switching trains, included in Great Northern report..		.....
Miles run by construction and other trains.....	11,360	.....
Grand total train mileage.....		.....
Mileage of loaded freight cars—east.....	1,148,938	.....
Mileage of loaded freight cars—west.....	1,175,906	.....
Mileage of empty freight cars—east.....	279,940	.....
Mileage of empty freight cars—west.....	276,748	.....
Average number of freight cars in train.....	15.73	.....
Average number of loaded cars in train.....	12.69	.....
Average number of empty cars in train.....	3.04	.....
Average number of tons of freight in train.....	175.56
Average number of tons of freight in each loaded car.....	13.83

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.						Iron and Steel.	Steel.
Miles of single track.....	205.25	.....	.....	.....	.....	205.25	.....	.....	205.25
Miles of yard track and sidings.....	15.37	.....	.....	.....	.....	15.37	.....	.....	.....
Total mileage operated (all tracks).....	220.62	.....	.....	.....	.....	220.62	.....	15.37	205.25

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Minnesota.....	122.60	.....	.....	.....	.....	122.60	.....	.....	122.60
South Dakota.....	82.65	.....	.....	.....	.....	82.65	.....	.....	82.65
Total mileage operated (single track).....	205.25	.....	.....	.....	.....	205.25	.....	.....	205.25

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	122.60	.....	122.60	.....	.....	122.60
South Dakota.....	82.65	.....	82.65	.....	.....	82.65
Total mileage owned (single track).....	205.25	.....	205.25	.....	.....	205.25

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.						Iron and Steel.	Steel.
Miles of single track.....	122.60	.....	.....	.....	.....	122.60	.....	.....	122.60
Miles of yard track and sidings.....	8.12	.....	.....	.....	.....	8.12	.....	8.12	.....
Total mileage operated (all tracks).....	130.72	.....	.....	.....	.....	130.72	.....	8.12	122.60

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OF MINNESOTA— Minnesota.....	122.60	.....	.....	.....	.....	122.60	.....	.....	122.60
Total mileage operated (single track).....	122.60	.....	.....	.....	.....	122.60	.....	.....	122.60

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	122.60	122.60	122.60
Total mileage owned (single track).....	122.60	122.60	122.60

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

New Ties Laid during Year.

KIND.	Number.	Ave. Price at Distribut- ing Point.
Hard.....	54	\$0.35
Pine, tamarack and cedar.....	13,455	.3350
Other.....	447	.3643
Total	13,956	\$0.3360

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Included in Great Northern Railway report.

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Switchmen, Flag- men, Watchmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....	1	1
Other causes	1	1
Total.....	1	1	1	1

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EXPLANATORY REMARKS.

Employes Injured, Other Causes—May 26th, Martin Gilbertson, carpenter, Green Valley, Minn. holding an iron pipe with crowbar, the bar slipped and struck him, fracturing rib.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Num- ber.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.
Bridges—wooden.....	15	1, 333	44	491
Total	15	1, 333	.....	.....
Trestles.....	201	14, 815	8	552

Overhead highway crossings, 1. Height of lowest above surface of rail, 20 feet

Gauge of track, 4 feet, 8½ inches. 122.60 miles.

TELEGRAPH.

Owned by Company Making This Report.

Operated by This Company Jointly with Western Union.—Miles of line, 123.05; miles of wire, 246.10.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock Not the Property of Railroads Nor Consigned for Use by Lease.

Included in report of the Great Northern Railway Company.

As a matter of convenience and economy in operation the mileage made by foreign cars over this road, Great Northern Railway and Duluth, Watertown & Pacific, is reported by the Great Northern to the owner or owners in one amount.

Wisconsin, Minnesota & Pacific Railroad Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Wisconsin, Minnesota & Pacific Railroad Company.

2. Date of organization? May 23, 1857.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. State of Minnesota. March 9, 1867; Feb. 24, 1872; March 1, 1875; March 2, 1883.

6. If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Organized as Minnesota Central Railroad Company. Name changed to Wisconsin, Minnesota & Pacific Railway Company Aug. 10, 1883. Receiver appointed Aug. 22, 1893. Road sold Nov. 16, 1893. Reorganized as the Wisconsin, Minnesota & Pacific Railroad Company April 24, 1894.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.
R. R. Cable.....	Chicago, Ill.
W. H. Truesdale.....	Chicago, Ill.
A. E. Clarke.....	Minneapolis, Minn.
Jos. Gaskell.....	Minneapolis, Minn.
W. F. Booth.....	Minneapolis, Minn.

Total number of stockholders at date of last election? Three.

Date of last meeting of stockholders for election of directors? April 14, 1896.

Give postoffice address of general office? Minneapolis, Minn.

Give postoffice address of operating office? Minneapolis, Minn.

(Page 4.)

EXPLANATORY REMARKS.

Annual meeting for the election of directors and officers occurs on the second Monday of April.
All directors and officers are elected for one year.

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OFFICERS.

Title.	Name.	Location of Office.
President.....	R. R. Cable.....	Chicago, Ill.
Vice president.....	A. E. Clarke.....	Minneapolis, Minn.
Secretary.....	L. B. Arnold.....	Minneapolis, Minn.
Treasurer.....	Jos. Gaskell.....	Minneapolis, Minn.
General solicitor.....	A. E. Clarke.....	Minneapolis, Minn.
Auditor.....	O. C. Post.....	Minneapolis, Minn.
General manager.....	A. L. Mohler.....	Minneapolis, Minn.
Chief engineer.....	Wm. Crooks.....	Minneapolis, Minn.
General superintendent.....	T. E. Clarke.....	Minneapolis, Minn.
Superintendent of telegraph.....	W. F. Fox.....	Minneapolis, Minn.
General freight agent.....	W. M. Hopkins.....	Minneapolis, Minn.
Asst. general freight agent.....	R. G. Brown.....	Minneapolis, Minn.
General passenger agent.....	A. B. Cutts.....	Minneapolis, Minn.
General ticket agent.....	A. B. Cutts.....	Minneapolis, Minn.
General baggage agent.....	A. B. Cutts.....	Minneapolis, Minn.
Land commissioner.....	L. B. Arnold.....	Minneapolis, Minn.

(Page 8 A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each R'd Named.	Miles of Line for Each Class of R'ds Named.
	From.	To.		
1. a Wisconsin, Minnesota & Pacific R. R. Co.....	Red Wing, Minn.....	Mankato, Minn.....	93.70	.....
Wisconsin, Minnesota & Pacific R. R. Co.....	Morton	South Dakota state line	84.06
Total.....	177.76

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PROPERTY OPERATED.

1. a Wisconsin, Minnesota & Pacific R. R. Co.....	Red Wing, Minn.....	Mankato, Minn.....	93.70
Wisconsin, Minnesota & Pacific R. R. Co.....	Morton, Minn.....	Watertown, S. D.....	122.90	.....
Total .....	.....	.....	.....	216.60

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Capital stock, common.....	50,000	\$100.00	\$5,000,000	\$5,000,000	.....	.....
Total.....	50,000	\$100.00	\$5,000,000	\$5,000,000	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for reorganization.....	50,000	.....	50,000	.....
Total.....	50,000	.....	50,000	.....

REMARKS—Stocks all held by R. R. Cable, W. H. Truesdale and A. E. Clarke, as trustees. No cash in treasury.

(Page 19.)

FUNDED DEBT.

This company has no bonds. The entire property is covered by a mortgage to the United States Trust Company to confirm the mortgage given by the Chicago, Rock Island & Pacific Railway Co. to secure its collateral and extension bonds.

(Page 23.)

CURRENT ASSETS AND LIABILITIES.

The surplus from operations, as shown on page 31, has been remitted to the C. R. I. & P. R'y Co.

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$5,000,000.00	\$5,000,000.00	.....	216.60	\$23,084.00
Bonds—page 19 (grand total).....	.....	.....	.....	.....	.....
Equipment trust obligations—page 21 .....	.....	.....	.....	.....	.....
Total	\$5,000,000.00	\$5,000,000.00	.....	216.60	\$23,084.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Wisconsin, Minnesota & Pacific R. R. Co.....	\$5,000,000.00	\$5,000,000.00	216.60	\$23,108.00
Total	\$5,000,000.00	\$5,000,000.00	216.60	\$23,108.00

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COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

This information is not in our possession. We deal only with the operating accounts of this company.

(Page 31.)

INCOME ACCOUNT.

For Roads Making Operating Reports.

Gross earnings from operation—page 35.....	\$328,850.86	
Less operating expenses—page 45.....	216,061.97	
Income from operation.....		\$112,788.89
Miscellaneous income, less expenses—page 41.....	\$884.50	
Income from other sources.....		884.50
Total income.....		\$113,673.39
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23	See page 19	
Taxes.....	\$12,065.24	
Total deductions from income.....		\$12,065.24
Net income.....		\$101,608.15
Surplus from operations of year ending June 30, 1896.....		\$101,608.15
Deficit on June 30, 1895 (from general balance sheet, 1895 report).....	See page 30	

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EXPLANATORY REMARKS.

This statement covers this fiscal year only. The M. & St. L. R. R. Co. operates this road under a contract and at the close of each fiscal year the net proceeds from operation are remitted to the C. R. I. & P. R'y Co. and the accounts closed so far as the M. & St. L. R. R. Co. is concerned.

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Repayments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$46,777.51		
Less Repayments—			
Tickets redeemed.....		\$48.72	
Other repayments.....		10.77	
Total deductions.....		\$59.49	
Total passenger revenue.....			\$46,718.02
Mail.....			\$14,769.75
Express.....			9,160.44
Extra baggage and storage.....			1,569.54
Other items.....			360.72
Total passenger earnings.....			\$72,578.47
FREIGHT—			
Freight revenue.....	\$240,756.28		
Less Repayments—			
Overcharges to shippers.....		\$3,514.54	
Total deductions.....		\$3,514.54	
Total freight revenue.....			\$237,241.74
Total passenger and freight earnings.....			\$309,820.21
OTHER EARNINGS FROM OPERATION—			
Switching charges—balance.....			\$1,391.00
Rents from tracks, yards and terminals—page 41.....			2,321.28
Other sources.....			22.00
Total other earnings.....			\$3,734.28
Total gross earnings from operation—Minnesota.....			\$313,554.49
Total gross earnings from operation—entire line.....			328,850.86

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Terminals.....	Red Wing, Minn.....	D. R. W. & So. R. R. Co.....		\$2,321.28
Total.....				\$2,321.28

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rent of houses and lands.....	\$884.50		\$884.50
Total.....	\$884.50		\$884.50

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$41,575.52
Renewals of rails.....	758.81
Repairs and renewals of bridges and culverts.....	10,819.98
Repairs and renewals of fences, road crossings, signs and cattle guards.....	11,177.66
Repairs and renewals of buildings and fixtures.....	2,712.68
Repairs and renewals of telegraph.....	5,427.67
Stationery and printing.....	576.55
Total.....	154.98
	<hr/>
	\$72,708.85

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$879.40
Repairs and renewals of locomotives.....	10,953.79
Repairs and renewals of passenger cars.....	7,264.82
Repairs and renewals of freight cars.....	9,604.19
Repairs and renewals of work cars.....	543.12
Repairs and renewals of shop machinery and tools.....	671.77
Stationery and printing.....	154.99
Other expenses.....	253.87
Total.....	<hr/>
	\$30,825.95

CONDUCTING TRANSPORTATION.

Superintendence.....	\$546.50
Engine and roundhouse men.....	19,920.28
Fuel for locomotives.....	25,727.66
Water supply for locomotives.....	762.00
Oil, tallow and waste for locomotives.....	737.53
Other supplies for locomotives.....	199.94
Train service.....	13,752.51
Train supplies and expenses.....	2,637.03
Switchmen, flagmen and watchmen.....	1,014.90
Telegraph expenses.....	8,265.16
Station service.....	13,435.41
Station supplies.....	1,927.16
Car mileage—balance.....	3,812.10
Hire of equipment.....	1,531.47
Loss and damage.....	1,097.04
Injuries to persons.....	731.74
Clearing wrecks.....	40.14
Advertising.....	261.67
Outside agencies.....	2,552.69
Commissions.....	21.96
Rents for tracks, yards and terminals—page 47, B.....	9.45
Stationery and printing.....	619.93
Total.....	<hr/>
	\$99,604.27

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OPERATING EXPENSES.—*Continued.*

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$4,590.52
Salaries of clerks and attendants.....	3,460.75
General office expenses and supplies.....	1,055.25
Insurance.....	899.05
Law expenses.....	1,808.07
Stationery and printing (general offices).....	619.93
Other expenses.....	994.33
Total.....	<u>\$13,427.90</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$72,703.85
Maintenance of equipment.....	30,325.95
Conducting transportation.....	99,604.27
General expenses.....	<u>13,427.90</u>
Grand total.....	<u>\$216,061.97</u>
Percentage of expenses to earnings—entire line.....	65.70

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$61,152.66
Maintenance of equipment.....	24,515.37
Conducting transportation.....	82,901.56
General expenses.....	<u>10,995.29</u>
Total.....	<u>\$179,564.88</u>
Percentage of expenses to earnings—Minnesota.....	57.27

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RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks McMullin's stone quarry.....	Mankato, Minn.....	C. St. P. M. & O. R'y Co.....	9.45
Total.....	<u>9.45</u>

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COMPARATIVE GENERAL BALANCE SHEET.

Dealing, as we do, with only the operating accounts of this company, we cannot make a proper balance sheet.

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. United States Express Company. Fixed compensation based upon tonnage.

2. United States Postoffice Department. Fixed compensation based upon weight of mail.

5. The Minneapolis & St. Louis Railroad Company. Contract for the furnishing of equipment and operating the line, expenses and earnings being apportioned upon an agreed basis.

7. Covered by contract of the Minneapolis & St. Louis Railroad Company.

9. Sundry contracts with firms and individuals for the occupation of right of way at stations for elevators, lumber yards, coal sheds, etc.; merely a nominal amount charged for rental.

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SECURITY FOR FUNDED DEBT.—(See page 19)

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Com- pensation.
General officers.....	2	730	\$6,906.00	\$9.46
Other officers.....	2	730	2,100.00	2.88
General office clerks.....	5	1,565	3,712.00	2.37
Station agents.....	17	5,321	11,040.00	2.07
Other station men.....	6	1,878	2,100.00	1.12
Enginemen.....	7	2,184	8,190.00	3.75
Firemen.....	7	2,184	4,914.00	2.25
Conductors.....	5	1,565	5,640.50	3.60
Other trainmen.....	11	3,443	6,760.50	1.96
Carpenters.....	5	1,565	3,915.25	2.50
Section foremen.....	32	10,016	17,340.00	1.73
Other trackmen.....	53	16,589	18,247.90	1.10
Switchmen, flagmen and watchmen.....	2	730	900.00	1.23
Telegraph operators and dispatchers.....	10	3,130	6,060.00	1.94
All other employees and laborers.....	12	3,756	8,460.50	2.25
Total (including general officers) Minnesota	176	55,386	\$106,286.65	\$1.92
Less general officers.....	2	730	6,906.00	9.46
Total (excluding general officers) Minnesota	174	54,656	\$99,380.65	\$1.82
DISTRIBUTION OF ABOVE—				
General administration.....	9	3,025	\$12,718.00	\$4.20
Maintenance of way and structures.....	90	28,170	39,503.15	1.40
Conducting transportation.....	77	24,191	54,065.50	2.23
Total (including general officers) Minnesota	176	55,386	\$106,286.65	\$1.92
Less general officers.....	2	730	6,906.00	9.46
Total (excluding general officers) Minnesota	174	54,656	\$99,380.65	\$1.82
Total (including general officers) entire line	205	64,463	\$121,454.75	\$1.88

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EXPLANATORY REMARKS.

The vice president serves without compensation.

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	75,940	.....
Number of passengers carried one mile.....	1,777,018	.....
Number of passengers carried one mile per mile of road.....	9,996	.....
Average distance carried.....	23	.....
Total passenger revenue—page 35.....		\$46,718.02
Average amount received from each passenger.....		.61.520
Average receipts per passenger per mile.....		.02.629
Total passenger earnings—page 35.....		72,578.47
Passenger earnings per mile of road.....		408.29.472
Passenger earnings per train mile.....		64.893
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	277,909	.....
Number of tons carried one mile.....	10,793,122	.....
Number of tons carried one mile per mile of road.....	60,716	.....
Average distance haul of one ton.....	39	.....
Total freight revenue—page 35.....		287,241.74
Average amount received for each ton of freight.....		.85.367
Average receipts per ton per mile.....		.02.198
Total freight earnings—page 35.....		287,241.74
Freight earnings per mile of road.....		1,334.61.825
Freight earnings per train mile.....		2.46.541
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		283,959.76
Passenger and freight revenue per mile of road.....		1,597.43.339
Passenger and freight earnings—page 35.....		309,820.21
Passenger and freight earnings per mile of road.....		1,742.91.297
Gross earnings from operation—page 35.....		313,554.49
Gross earnings from operation per mile of road.....		1,763.92.040
Gross earnings from operation per train mile.....		1.50.696
Operating expenses—page 45.....		179,564.88
Operating expenses per mile of road.....		1,010.15.347
Operating expenses per train mile.....		86.300
TRAIN MILEAGE—		
Miles run by passenger trains.....	111,843	.....
Miles run by freight trains.....	96,228	.....
Total mileage trains earning revenue.....	208,071	.....
Miles run by construction and other trains.....	181	.....
Grand total train mileage.....	208,252	.....
Mileage of loaded freight cars—north or east.....	597,002	.....
Mileage of loaded freight cars—south or west.....	459,081	.....
Mileage of empty freight cars—north or east.....	87,633	.....
Mileage of empty freight cars—south or west.....	209,501	.....
Average number of freight cars in train.....	14	.....
Average number of loaded cars in train.....	11	.....
Average number of empty cars in train.....	3	.....
Average number of tons of freight in train.....	244
Average number of tons of freight in each loaded car.....	10

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	77,184			
Number of passengers carried one mile.....	1,924,572			
Number of passengers carried one mile per mile of road.....	8,885			
Average distance carried.....	25			
Total passenger revenue—page 35.....		\$50,436.	60	
Average amount received from each passenger.....			.65	.346
Average receipts per passenger per mile.....			.02	.621
Total passenger earnings—page 35.....		82,084.	18	
Passenger earnings per mile of road.....		378.96	667	
Passenger earnings per train mile.....			59.	809
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	278,145			
Number of tons carried one mile.....	11,017,969			
Number of tons carried one mile per mile of road.....	51,283			
Average distance haul of one ton.....	40			
Total freight revenue—page 35.....		243,013.	40	
Average amount received for each ton of freight.....			.87	.369
Average receipts per ton per mile.....			.02	.188
Total freight earnings—page 35.....		243,013.	40	
Freight earnings per mile of road.....		1,121.94	552	
Freight earnings per train mile.....			2.15	155
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		293,450.	00	
Passenger and freight revenue per mile of road.....		1,354.80	148	
Passenger and freight earnings—page 35.....		325,097.	58	
Passenger and freight earnings per mile of road.....		1,500.91	219	
Gross earnings from operation—page 35.....		328,850.	86	
Gross earnings from operation per mile of road.....		1,518.24	007	
Gross earnings from operation per train mile.....			1.31	440
Operating expenses—page 45.....		216,061.	97	
Operating expenses per mile of road.....		997.51	602	
Operating expenses per train mile.....			.86	359
Income from operation—page 31.....		112,788.	89	
Income from operation per mile of road.....			520.72	433
TRAIN MILEAGE—				
Miles run by passenger trains.....	137,243			
Miles run by freight trains.....	112,948			
Total mileage trains earning revenue.....	250,191			
Miles run by construction and other trains.....	251			
Grand total train mileage.....	250,442			
Mileage of loaded freight cars—north or east.....	628,725			
Mileage of loaded freight cars—south or west.....	491,105			
Mileage of empty freight cars—north or east.....	95,306			
Mileage of empty freight cars—south or west.....	213,498			
Average number of freight cars in train.....	13			
Average number of loaded cars in train.....	10			
Average number of empty cars in train.....	3			
Average number of tons of freight in train.....	244			
Average number of tons of freight in each loaded car.....	10			

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Re- ceived from Connecting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TON- NAGE.	
			Whole Tons	Per Cent.
Grain.....	133,375	197	133,572	48.07
Flour.....	11,727	1,207	12,934	4.65
Other mill products.....	1,177	214	1,391	.54
Hay.....	1,332		1,332	.48
Fruit and vegetables.....	215	1,150	1,365	.49
Live stock.....	1,533	84	1,617	.58
Wool.....	10		10	
Hides and leather.....	197		197	.07
Anthracite coal.....		12,426	12,426	4.47
Bituminous coal.....	27	11,463	11,490	4.13
Coke.....		143	143	.05
Stone, sand and other like articles.....	16,910	614	17,524	6.31
Lumber.....	7,904	30,203	38,107	13.71
Petroleum and other oils.....	344	2,463	2,807	1.01
Other castings and machinery.....	317	843	1,160	.42
Bar and sheet metal.....		35	35	
Cement, brick and lime.....	12,554	6,144	18,698	6.73
Agricultural implements.....		419	419	.15
Wagons, carriages, tools, etc.....		40	40	.01
Wines, liquors and beers.....		960	960	.34
Household goods and furniture.....	336	263	599	.21
Merchandise.....	6,513	9,556	16,069	5.78
Miscellaneous: Other commodities not mentioned above.....	1,292	3,722	5,014	1.80
Total tonnage—Minnesota.....	193,763	82,146	277,909	100.00
Total tonnage—entire line.....	195,999	82,146	278,145	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipm't Fitted with Automatic Coupler.	
			Num- ber.	Name.	Num- ber.	Name.
Cars (Owned and Leased) in Passenger Service—						
Baggage, express and postal cars.....	2	2		Westinghouse.....	2	Miller.
Total.....	2	2			2	
In Company's Service—						
Caboose cars.....	1					
Total.....	1					
Total Cars in Service—						
Less cars leased.....	(See	page 64.)				
Total cars owned.....		3	2		2	

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EXPLANATORY REMARKS.

The Minneapolis & St. Louis Railroad Company furnishes the equipment for the operation of the Wisconsin, Minnesota & Pacific Railroad Company, compensation being an agreed rate per mile for the various kinds of equipment furnished.

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	216.60	.....	.....	.....	.....	.....	216.60	.....	.....	216.60
Miles of yard track and sidings.....	18.39	.....	.....	.....	.....	.....	18.39	40	99	17.40
Total mileage operated (all tracks).....	234.99	.....	.....	.....	.....	.....	234.99	40	99	234.00

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—	177.76	.....	.....	.....	.....	.....	177.76	.....	.....	177.76
Minnesota.....	38.84	.....	.....	.....	.....	.....	38.84	.....	.....	38.84
South Dakota.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total mileage operated (single track).....	216.60	.....	.....	.....	.....	.....	216.60	.....	.....	216.60

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.			Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.	.....			Iron.	Steel.
Minnesota.....	177.76	.....	.....	177.76	.....	.....	177.76
South Dakota.....	38.84	.....	.....	38.84	.....	.....	38.84
Total mileage owned (single track).....	216.60	.....	.....	216.60	.....	.....	216.60

MILEAGE—STATE OF MINNESOTA.

(Page 67, B.)

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Oper- ated Under Contract, Etc.	Line Oper- ated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	177.76	.....	.....	.....	.....	.....	177.76	.....	.....	177.76
Miles of yard track and sidings.....	16.16	.....	.....	.....	.....	.....	16.16	.40	.....	16.16
Total mileage operated (all tracks).....	193.92	.....	.....	.....	.....	.....	193.92	.40	.....	193.92

B. Mileage of Line Operated by States and Territories (Single Track).

Same as Table A.

C. Mileage of Line Owned by States and Territories (Single Track).

Same as Table A.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW TIES LAID DURING YEAR.	Number.	Average Price at Distribut- ing Point.
White oak.....	2,227	\$0.55
Cedar.....	15,971	.35
Mixed.....	110	.30
Culls.....	1,758	.30
Total.....	20,066	\$0.37

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	2,431	90	2,476	119,351	41.49
Freight.....	3,973	122	4,034	131,224	61.48
*Switching.....					
Construction.....	21		21	580	72.41
Total.....	6,425	212	6,531	251,155	52.08
Average cost at distributing point.....	\$2.55	\$2.00			

* Switching done by road engines. Fuel and mileage included in "freight."

(Page 71.) ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassing.		Not Trespassing.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
At highway crossings.....				2				2
Other causes (asleep on track).....			1				1	
Total.....			1	2			1	2

Trainmen, injured, 4; coupling and uncoupling.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

This information is not in our possession.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Feet.	Minimum Length, Feet.	Maximum Length, Feet.
Bridges—				
Wooden.....	6	746	80	184
Total.....	6	746		
Trestles.....	112	12,680	8	1,205

Gauge of track, 4 feet 8½ inches. 177.76 miles.

TELEGRAPH.

Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
177.76	Dont know.	Western Union Telegraph Company.....	Western Union Telegraph Company.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock Not the Property of Railroads Nor Consigned for Use by Lease.

See page 64.

Wisconsin Central Company.

H. F. WHITCOMB and HOWARD MORRIS, Receivers.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Wisconsin Central Company.

2. Date of organization? Wisconsin, June 17, 1887; Minnesota, June 30, 1888.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Wisconsin and Minnesota.

4. If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. The Wisconsin Central Company is a consolidated corporation formed by the Wisconsin Central Company of Wisconsin and the Minnesota, St. Croix & Wisconsin Railroad Co., a consolidated corporation under the laws of Wisconsin and Minnesota. The Minnesota, St. Croix & Wisconsin Railroad Co. was formed by the consolidation of the St. Croix & Chippewa Falls R. R. Co., a corporation of Wisconsin, and the St. Paul & St. Croix R. R. Co., a corporation of Minnesota.

5. Date and authority for each consolidation? The Wisconsin Central Company of Wisconsin and Minnesota, St. Croix & Wisconsin, May 31, 1888. St. Croix & Chippewa Falls and St. Paul & St. Croix making the Minnesota, St. Croix & Wisconsin, June 28, 1884. Authority general railroad laws of Wisconsin and Minnesota.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Philip S. Abbot	Cambridge, Mass.....	October, 1896
Howard Morris.....	Milwaukee, Wis.....	October, 1896
Henry F. Whitcomb.....	Milwaukee, Wis.....	October, 1896
Rowland G. Hazard.....	Peace Dale, R. I.....	October, 1896
Alpheus H. Hardy.....	Boston, Mass.....	October, 1897
Chas. R. Bott.....	Boston, Mass.....	October, 1897
Joseph H. Wellman.....	Boston, Mass.....	October, 1897
George R. Brackett.....	Boston, Mass.....	October, 1897
Frederick Abbot.....	Milwaukee, Wis.....	October, 1898
George W. Johnson.....	Brookfield, Mass.....	October, 1898
E. B. Greenleaf.....	Milwaukee, Wis.....	October, 1898
Henry Mitchell.....	Boston, Mass.....	October, 1898

Total number of stockholders at date of last election? Fourteen (14).

Date of last meeting of stockholders for election of directors? October 30, 1895.

Give postoffice address of general office? Milwaukee, Wis.

Give postoffice address of operating office? Milwaukee, Wis

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OFFICERS.

Title.	Name.	Location of Office.
Receivers	{ Henry F. Whitcomb... Howard Morris.....	Milwaukee, Wis. Milwaukee, Wis.
Pres., acting, and 1st vice pres,	Frederick Abbot.....	Milwaukee, Wis.
Secretary.....	Howard Morris.....	Milwaukee, Wis.
Treasurer	Edwin H. Abbot.....	Boston, Mass.
General solicitor	Howard Morris.....	Milwaukee, Wis.
Attorney, or general counsel.	Thos. H. Gill.....	Milwaukee, Wis.
Asst. attorney.....	Philip S. Abbot.....	Milwaukee, Wis..
Auditor.....	Robert Toombs.....	Milwaukee, Wis..
General manager.....	H. F. Whitcomb.....	Milwaukee, Wis.
Chief engineer.....	Robt. B. Tweedy.....	Milwaukee, Wis.
Gen. superintendent.....	Sumner J. Collins.....	Milwaukee, Wis.
Division superintendent.....	F. H. Marsh.....	Waukesha, Wis.
Division superintendent.....	A. R. Horn	Stevens Point, Wis.
Superintendent of telegraph.	P. W. Drew.....	Milwaukee, Wis..
Traffic manager.....	C. L. Wellington.....	Milwaukee, Wis.
General freight agent.....	J. C. Mackinnon.....	Milwaukee, Wis.
Asst. general freight agent...	T. A. Price.....	Milwaukee, Wis.
General passenger agent.....	Jas. C. Pond.....	Milwaukee, Wis..
Cashier	W. R. Hancock.....	Milwaukee, Wis..
Asst. secretary.....	Joseph H. Wellman.....	Boston, Mass.
Asst. treasurer.....	Henry Mitchell.....	Boston, Mass..

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of which are Included in the
Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
1. a Wisconsin Central Co.....	Wisconsin State Line..	Trout Brook Jct.....	23.95	
5. b Wisconsin Central Co.....	Spurs to Industries.....	.....	1.63	25.58
St. Paul & Northern Pacific Ry.	Trout Brook Jct.....	St. Paul Depot.....	2.55	
St. Paul & Northern Pacific Ry.	Connection with Great	Northern Ry.....	.44	
St. Paul & Northern Pacific Ry.	Mississippi street.....	Freight Yard.....	1.17	
Great Northern Ry.....	St. Paul.....	Minneapolis.....	10.43	
Great Northern Ry.....	Minneapolis Jct.....	Minneapolis Frt. Yard..	2.56	17.15
Total.....	42.73

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PROPERTY OPERATED.

1. a Wisconsin Central Co	Abbotsford.....	St. Paul.....	157.68	
Wisconsin Central Co.....	St. Croix Jct.....	Eau Claire.....	10.06	
Wisconsin Central Co.....	Mellen.....	Besemer.....	33.77	
Wisconsin Central Co.....	Ashland Ore Yard.....	Ore Dock.....	1.92	203.43
1. b Wisconsin Central Co.....	Spurs to Industries.....	.....	.....	53.81
4. Chicago, Wis. & Minn. R. R.....	Central av., Chicago.....	Schliesingerville.....	114.67	
Chicago, Wis. & Minn. R. R.....	Spurs to Industries.....	.....	15.06	129.73
5. Chicago & Northern Pacific R.R.	Harrison St., Chicago.....	Central av., Chicago.....	7.84	
Chicago, Milwaukee & St. P. Ry.	Magenta.....	Eau Claire Terminals.....	1.34	
St. Paul & Northern Pacific Ry.	Trout Brook Jct.....	St. Paul Union Depot.....	2.55	
St. Paul & Northern Pacific Ry.	Connection with Great	Northern Ry.....	.44	
St. Paul & Northern Pacific Ry.	West Side Line.....	Third Street Yard.....	1.17	
Great Northern Ry.....	St. Paul Union Depot.....	Mpls. Union Depot.....	10.43	
Great Northern Ry.....	Minneapolis Jct.....	Mpls. Freight Depot.....	2.56	26.33
Total.....	.....	.....	.....	413.30

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Out- standing.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock, common.....	120,000	\$100.00	\$12,000,000	\$11,855,850	.....	.....
Capital stock, preferred.....	30,000	100.00	3,000,000	2,718.475	.....	.....
Total.....	150,000	\$100.00	\$15,000,000	\$14,574,325	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Is- sued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for consolidation, common.....	118,558.50	.....
Issued for consolidation, preferred.....	27,184.75	.....
Total.....

REMARKS.—Issued for stocks of constituent companies, and stocks of Wisconsin Central Railroad Company and Packwaukee & Montello Railroad Company.

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

(Page 19.)

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued. (See page 18)	Rate, Per Ct.	INTEREST.		
	Date of Issue.	When Due.						When Payable.	Am't Acrd'd during Y'r.	Am't Paid during Y'r.
W. C. Co. 1st mortgage.....	July 1, 1887	July 1, 1937	\$12,000,000.00	\$12,000,000.00	\$11,255,000.00	\$4,568,895.02	5	{ Jan. 1, } { July 1, }	\$563,250.00	.....
W. C. income.....	July 1, 1887	July 1, 1937	9,000,000.00	9,000,000.00	7,536,156.57	.....	*5	.....	.....	.....
M. St. C. & W. R. R. 1st mtge.....	July 1, 1884	May 1, 1915	2,600,000.00	2,600,000.00	180,000.00	.....	6	{ May 1, } { Nov. 1, }	10,800.00	\$10,800.00
M. St. C. & W. R. R. term'l mtge notes	Feb. 1, 1885	Feb. 1, 1895	400,000.00	400,000.00	400,000.00	.....	8	{ Feb. 1, } { Aug. 1, }	32,000.00	32,000.00
M. St. C. & W. R. R. imp. P. M. M. notes	Sept. 1, 1886	Sept. 1, 1906	215,000.00	215,000.00	215,000.00	.....	8	{ M'ch 1, } { Sept. 1, }	17,200.00	17,200.00
C. F. W. R'y 1st mtge.....	Nov. 1, 1874	Nov. 1, 1904	150,000.00	150,000.00	150,000.00	.....	7	{ May 1, } { Nov. 1, }	10,500.00	10,500.00
W. M. R. R. 1st mtge.....	M'ch 10, 1880	April 1, 1910	810,000.00	810,000.00	810,000.00	.....	7	{ April 1, } { Oct. 1, }	56,700.00	56,700.00
Penokee R. R. 1st mtge.....	M'ch 1, 1887	Jan. 1, 1937	1,500,000.00	1,500,000.00	30,000.00	.....	5	{ M'ch 1, } { Sept. 1, }	1,500.00	1,500.00
W. C. Co. & W. C. R. R. Co. joint and several imp. bonds.....	Various	May 1, 1931	12,000,000.00	3,153,113.00	3,153,113.00	.....	5	{ May 1, } { Nov. 1, }	157,655.64	.....
Total mortgage bonds.....	.....	.....	\$17,060,000.00	\$17,050,000.00	\$12,435,000.00	\$4,568,895.02	.....	.....	\$642,750.00	\$79,500.00
Miscellaneous obligations.....	.....	.....	12,615,000.00	3,768,113.00	3,768,113.00	.....	.....	.....	206,855.64	49,200.00
Income bonds.....	.....	.....	9,000,000.00	9,000,000.00	7,536,166.67	.....	.....	.....	.....	.....
Grand total.....	\$38,675,000.00	\$29,829,113.00	\$23,739,279.67	\$4,568,895.02	\$849,605.64	\$128,700.00

* When earned not cumulative.

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EXPLANATORY REMARKS.

The \$4,568,895.02 does not represent the total proceeds of the W. C. Co. 1st mortgage bonds. These bonds were mostly exchanged for securities of the M. St. C. & W. R. R., the Penokee R. R., the C. F. & W. R'y, the St. Paul & St. Croix Falls R. R., now owned by the W. C. Co., and securities of the W. C. R. R. Co.

The W. C. Co. income bonds were all issued in exchange for other securities and none were sold for cash.

The \$12,000,000 authorized issue of W. C. Co. and W. C. R. R. Co. joint and several improvement bonds is the joint authorized issue of said companies.

RECAPITULATION OF FUNDED DEBT.

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$17,060,000.00	\$12,435,000.00	\$642,750.00	\$79,500.00
Miscellaneous obligations—page 19.....	3,768,113.00	3,768,113.00	206,855.64	49,200.00
Income bonds—page 19.....	3,000,000.00	7,536,166.67		
Equipment trust obligations—page 21.....				
Total.....	\$29,828,113.00	\$23,739,279.67	\$849,605.64	\$128,700.00

RECEIVERS' CERTIFICATES.

DATE ISSUED.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
November 15, 1894.....	\$1,800,000.00	\$1,800,000.00	\$108,000.00	6 per ct.
Total.....	\$1,800,000.00	\$1,800,000.00	\$108,000.00	\$108,000.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$13,472.12	Receivers' certificates.....	\$1,800,000.00
Due from agents.....	194,083.90	Loans and bills payable.....	217,336.67
Due from solvent companies and individuals.....	62,219.64	Audited vouchers and accounts.....	203,771.21
Total cash and current assets.....	\$269,775.66	Wages and salaries.....	92,039.63
Balance current liabilities.....	2,094,176.48	Net traffic balances due to other companies.....	14,214.48
Total.....	\$2,363,952.14	Rents due July 1.....	36,540.15
		Total current liabilities.....	\$2,363,952.14

Materials and supplies on hand, \$113,547.75. (See general balance sheet, page 49.)

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$14, 574, 325.00	\$3, 600, 308.33	\$10, 974, 016.67	257.24	\$13, 996.00
Bonds—page 19 (grand total).....	23, 739, 279.67	14, 381, 776.83	9, 357, 502.84	257.24	55, 908.00
Equipment trust obligations—page 21					
Total	\$38, 313, 604.67	\$17, 982, 085.16	\$20, 331, 519.51		\$69, 904.10

REMARKS.—In arriving at "amount per mile of road," the amounts "to railroads" are taken; amounts "to other properties" cover the securities of other railroads whose mileage does not appear as mileage owned by the Wisconsin Central Co. See letter H. C. Adams, statistician, dated Ann Arbor, Mich., May 17, 1894.

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded) the Operations of Which are Included in the Income Account—Page 31.

NAME OF ROAD.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Wisconsin Central Company	\$3, 600, 308.33	\$14, 381, 776.83	\$17, 982, 085.16	257.24	\$69, 904.00
Chicago, Wisconsin & Minnesota R. R.	\$2, 600, 000.00	4, 282, 000.00	6, 882, 000.00	129.73	55, 049.00
Total	\$6, 200, 308.33	\$18, 663, 776.83	\$24, 864, 085.16	386.97	\$64, 253.00

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COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Income Account as Permanent Improvements.	Total Cost to June 30, 1895.	Total cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION:				
Other real estate.....	\$2,411.05	\$851.55	\$3,262.60	\$12.69
Fences.....	2,775.99		2,775.99	10.79
Grading, bridge and culvert masonry.....	12,399.39		12,399.39	48.20
Bridges and trestles.....	1,029.52	13,633.55	14,663.07	57.00
Buildings, furniture and fixtures.....	1,820.06	350.00	1,470.06	5.71
Wharfing, etc.....	61,666.42	44,450.18	106,116.60	412.52
Sidings and yard extensions.....	34,510.11	2,923.28	37,433.39	145.52
Terminal facilities and elevators.....	5.77		5.77	.02
Other items.....		23.03	23.03	.09
Total construction.....	\$116,618.31	\$61,531.64	\$178,149.95	\$692.54
EQUIPMENT:				
Locomotives.....	\$2,132.32	118.50	2,250.82	8.75
Passenger cars.....	292.73	7,624.45	7,917.18	30.78
Sleeping, parlor and dining cars.....	784.49		784.49	3.05
Freight cars.....	25,579.80	30,576.64	56,156.44	218.30
Other cars of all classes.....	5,827.68	5,025.25	10,852.93	42.19
Total equipment.....	\$34,617.02	\$43,344.84	\$77,961.86	\$303.07
Grand total cost.....	\$151,235.33	\$104,876.48	\$256,111.81	\$995.61
Total cost—State of Minnesota.....	177.48		177.48	9.18

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INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$2,287,236.13	
Less operating expenses—page 45.....	1,620,478.26	
Income from operation.....		\$666,757.87
Dividends on stocks owned—page 37.....	\$95,805.00	
Interest on bonds owned—page 39.....	222,842.50	
Miscellaneous income—less expenses—page 41.....	11,699.94	
Income from other sources.....		330,347.44
Total income.....		\$997,105.31
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23 (see page 30).....	\$128,700.00	
Interest on interest-bearing current liabilities, accrued, not otherwise provided for.....	108,000.00	
Rents paid for lease of road—page 47, A.....	623,383.19	
Taxes.....	71,201.14	
Permanent Improvements—page 29.....	151,235.33	
Other deductions (see page 30).....	81,252.10	
Total deductions from income.....		\$1,163,771.76
Deficit.....		\$166,666.45
Deficit from operations of year ending June 30, 1896.....		\$166,666.45
Deficit on June 30, 1895 (from general balance sheet, 1895 report).....		529,356.29
Deductions for year.....		\$696,022.74
		121,113.22
Deficit on June 30, 1896 (for entry on general balance sheet, page 49).....		\$817,135.96

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EXPLANATORY REMARKS.

Interest on Funded Debt Accrued—Amount returned against this caption is amount shown as paid on page 23, the Receivers' Income Account not being properly chargeable with interest accrued.	
Other Deductions—Engine and car rental, \$81,252.10.	
Deductions for Year—Amount returned against this caption consists of permanent improvements charged prior to July 1, 1895, now closed into income account.....	104,876.48
Amount charged as improvements on C. W. & M. R. R. leased line, not now so considered, and therefore closed into Receivers' Income Account.....	16,236.74
	\$121,113.22

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue.....	\$32,473.06		
Less Repayments—			
Excess fares refunded.....		\$1,508.32	
Total deductions.....		\$1,508.32	
Total passenger revenue.....			\$30,964.74
Mail.....			5,075.54
Express.....			4,954.71
Extra baggage and storage.....			494.57
Other items.....			653.21
Total passenger earnings.....			\$42,142.77
FREIGHT—			
Freight revenue.....	\$88,896.39		
Less Repayments—			
Overcharge to shippers.....		\$3,133.28	
Total deductions.....		\$3,133.28	
Total freight revenue.....			\$85,763.11
Other items.....			1,237.61
Total freight earnings.....			\$87,000.72
Total passenger and freight earnings.....			\$129,143.49
OTHER EARNINGS FROM OPERATION—			
Rents not otherwise provided for.....			445.84
Other sources.....			.38
Total other earnings.....			\$446.22
Total gross earnings from operation—Minnesota.....			\$129,589.71
Total gross earnings from operation—entire line.....			2,287,246.13

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BONDS OWNED.

Railway Bonds.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Dividend Received.	Valuation.
Wisconsin Central Railroad—				
First series exchanged.....	\$2,205,500.00	5	\$165,412.50	*\$2,205,500.00
Second series exchanged.....	5,302,500.00			*5,302,500.00
Improvement debenture notes purchased..	1,100,000.00	6		*1,100,000.00
Packwaukee & Montello R. R., first mort'ge..	84,000.00	6	5,040.00	*96,450.00
W. C. Co. and W. C. R. R. Co., joint several improvement bonds.....	64,530.00	5	1,600.00	64,530.00
Wisconsin Central R. R., first series.....	156,000.00	5	11,700.00	
Chicago, Wisconsin & Minnesota R. R.—				
First mortgage.....	10,000.00	6	900.00	
Debentures.....	42,000.00	6	3,780.00	
Imp. Purch. Mo. mortgage notes.....	50,000.00	8	6,000.00	
Minnesota, St. Croix & Wisconsin R. R., Imp.				503,564.00
Purch. Mo. mortgage notes.....	35,000.00	8	4,200.00	
Milne & L. Winn R. R., debentures.....	244,000.00	6	21,960.00	
Abbotsford & N. E. R. R. first mortgage.....	35,000.00	6	2,100.00	
Minnesota Transfer R'y, first mortgage.....	3,742.30	5	150.00	
Total.....	\$9,332,272.30		\$222,842.50	†\$568,094.00

* W. C. Co. † See page 37.
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EXPLANATORY REMARKS.

The Wisconsin Central R. R. and Packwaukee & Montello R. R. bonds, the two first groups, returned on page 37, are owned by the Wisconsin Central Co. and are not in receivers' possession, and therefore not included in "valuation" total carried to the receivers' balance sheet, page 49.

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STOCKS OWNED.

Railway Stocks.

NAME.	Total Par Value.	Rate, Per Cent.	Income or Interest Received.	Valuation.
Wisconsin Central R. R., preferred.....	\$2,000,000.00	.....	.....	*\$1,666,666.67
Wisconsin Central R. R., common	9,274,350.00	.....	.....	*9,274,350.00
Packwaukee & Montello R. R., preferred.....	70,000.00	.....	.....	*20,000.00
Packwaukee & Montello R. R., common	65,000.00	.....	.....	*13,000.00
Minnesota Transfer R'y, capital stock.....	7,000.00	.....	.....	7,000.00
Chicago, Wisconsin & Minn. R. R., preferred	215,100.00	30	\$64,530.00	} 491,425.03
Chicago, Wisconsin & Minn. R. R., common	169,100.00	.....	.....
Milne & Lake Winnebago R. R., preferred....	347,500.00	6	31,275.00	
Total.....	\$12,148,050.00	\$95,805.00	\$498,425.03

* W. C. Co.

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EXPLANATORY REMARKS.

The Wisconsin Central R. R. and Packwaukee & Montello R. R. stocks, returned on page 39, are owned by the Wisconsin Central Co. and are not in receiver's possession, and therefore are not included in "valuation" total, carried to receiver's balance sheet, page 49.

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RENTALS RECEIVED.

Rents Received from Lease of Tracks, Yards and Terminals.

DESIGNATION OF PROPERTY.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks.....	Altenheim to Thatcher's Pk.	Chicago & Nor. Pac. R. R....	\$1,800.00	.....
Tracks.....	Altenheim to Franklin Park	C. M. & St. P. R'y.....	4,927.50	.....
Total.....	.....	.....	.....	\$6,727.50
Terminals, depot....	Emerald, Wis.....	.....	\$68.76	68.76
Grand total.....	.....	.....	.....	\$6,796.26

MISCELLANEOUS INCOME.

ITEM.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Storage building, St. Paul, Minn.....	\$2,747.68	.....	\$2,747.68
Dock property, Milwaukee, Wis.....	1,000.00	.....	1,000.00
Rent of land off right of way, Wheeling, Ill.....	96.25	.....	96.25
Interest on deposits, deferred interest, etc.....	7,856.01	7,856.01
Total.....	\$11,699.94	\$11,699.94

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$152,092.81
Renewals of rails.....	71,883.73
Renewals of ties.....	62,463.05
Repairs and renewals of bridges and culverts.....	74,220.07
Repairs and renewals of fences, road crossings, signs and cattle guards.....	4,327.92
Repairs and renewals of buildings and fixtures.....	21,783.19
Repairs and renewals of docks and wharves.....	10,736.47
Repairs and renewals of telegraph.....	1,371.92
Other expenses.....	7,261.02
Total.....	\$406,146.20

MAINTENANCE OF EQUIPMENT.

Superintendence.....	4,351.17
Repairs and renewals of locomotives.....	61,477.53
Repairs and renewals of passenger cars.....	30,166.67
Repairs and renewals of freight cars.....	101,046.23
Repairs and renewals of work cars.....	5,390.11
Repairs and renewals of shop machinery and tools.....	6,327.01
Total.....	\$203,758.72

CONDUCTING TRANSPORTATION.

Superintendence.....	\$15,151.74
Engine and roundhouse men.....	162,480.08
Fuel for locomotives.....	151,373.51
Water supply for locomotives.....	10,180.28
Oil, tallow and waste for locomotives.....	2,807.85
Other supplies for locomotives.....	867.12
Train service.....	111,965.51
Train supplies and expenses.....	36,591.68
Switchmen, flagmen and watchmen.....	75,453.60
Telegraph expenses.....	38,067.63
Station service.....	138,281.05
Station supplies.....	12,541.01
Switching charges—balance.....	17,112.00
Car mileage—balance.....	9,554.04
Loss and damage.....	11,737.34
Injuries to persons.....	4,126.29
Clearing wrecks.....	706.71
Advertising.....	5,488.70
Outside agencies.....	46,300.02
Rents for tracks, yards and terminals—page 47, B.....	496.50
Rents of buildings and other property.....	6,061.26
Other expenses.....	12,272.53
Total.....	\$869,116.45

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OPERATING EXPENSES—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$41,611.46
Salaries of clerks and attendants.....	37,241.55
General office expenses and supplies.....	9,670.94
Insurance.....	15,800.39
Law expenses.....	7,714.15
Stationery and printing (general offices).....	14,161.32
Other expenses.....	10,257.08
Total.....	\$136,456.89

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$406,146.20
Maintenance of equipment.....	208,758.72
Conducting transportation.....	869,116.45
General expenses.....	136,456.89
Grand total.....	\$1,620,478.26
Percentage of expenses to earnings—entire line.....	70.73

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$52,974.66
Maintenance of equipment.....	21,052.13
Conducting transportation.....	101,639.10
General expenses.....	18,597.48
Total.....	\$194,263.37
Percentage of expenses to earnings—Minnesota.....	149.97

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RENTALS PAID.

A. Rents Paid for Lease of Road.

NAME OF ROAD.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Chicago, Wisconsin & Minnesota R. R.....			\$367,203.78	\$367,203.78
St. Paul, Minneapolis & Manitoba R'y, between St. Paul and Minneapolis.....			46,750.35	46,750.35
St. Paul & Northern Pacific R'y.....			21,436.01	21,436.01
Minnesota Transfer R'y.....	\$4,145.45			4,145.45
Chicago, Milwaukee & St. Paul R'y, Eau Claire Jet. to Magenta.....			1,380.06	1,380.06
Chicago & Northern Pacific R. R.....			171,968.63	171,968.63
Chicago Central R. R.....			10,498.91	10,498.91
Total rents, A.....	\$4,145.45		\$619,237.74	623,237.74

B. Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks:				
Joint track to Ashland, Minn..	Ironwood, Mich.....	Chicago & Northw. Ry. Co.	\$121.50	.....
River front.....	Chippewa Falls, Wis.....	Chippewa Lbr. Boom Co....	375.00	.....
Total rents, B.....				\$496.50

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.		ASSETS.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$7,000.00	Stocks owned—page 37	\$98,425.03	.....	\$491,425.03	.....
22,991.77	Bonds owned—page 39	568,094.00	.....	568,094.00	.....
58.14	Advances for improvements C. W. & M. R. R.	17,105.98	.....	.....	\$5,835.79
104,876.48	Advances for improvements Minnesota Transfer R'y	58.14	.....	.....	104,876.48
66,218.24	Cost of road receivers W. C. Co	108,576.82	.....	.....	.....
1,297,205.78	Liabilities W. C. Co., paid.....	269,776.66	.....	42,398.58	997,430.12
.....	Cash and current assets—page 23.....	.....	.....	.....	.....
120,664.25	OTHER ASSETS—	113,547.75	.....	.....	.....
.....	Materials and supplies.....	350.00	.....	.....	.....
529,356.29	Sundries.....	817,135.96	.....	287,779.67	.....
.....	Profit and loss—page 31 (or 33).....	.....	.....	.....	.....
\$2,108,370.95	Grand total	\$2,393,069.34	.....	\$284,698.39	.....

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.		LIABILITIES.	JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.		Item.	Total.	Increase.	Decrease.
\$2,094,870.95	Current liabilities—page 23.....	\$2,363,952.14	.....	\$269,081.19	.....
13,500.00	Accrued interest on receivers' certificates not yet payable.....	13,500.00	.....	.....	.....
.....	Equipment renewal account.....	15,617.20	.....	15,617.20	.....
.....	Grand total.....	\$2,393,069.34	.....	\$284,698.39	.....
\$2,108,370.95					

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN THE STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz: 1. Express companies. 2. Mails. 3. Sleeping, parlor, or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. All business handled by the National Express Co. in consideration of which they pay the receivers of the Wisconsin Central Co. a percentage of gross earnings on same.
2. Mails are transported in accordance with rules and regulations of the United States government postoffice department for compensation paid by the United States government postoffice department under route No. 139061.
3. Sleeping cars are owned jointly with the Pullman Palace Car Co., by whom they are operated over the lines of the receivers of the Wisconsin Central Co. and Wisconsin Central Railroad Co., between Chicago and Milwaukee and Minneapolis.

SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage Per Mile of Line.	What Equip'm't, Income and Securities Mortgaged.
	From.	To.			
First mortgage bonds.....	See page 56.....	Trout Brook Jct.....	.....	.....	All.
Income bonds.....	Eau Claire.....	Eau Claire.....	111.53	\$1,614	.....
Minn., St. Croix & Wisconsin R. R. 1st mtge.....	Chippewa Falls.....	St. Croix Jct.....	9.75	15,385	.....
Chipp. Falls & Western R'y 1st mtge.....	Abbotsford.....	Bessemmer.....	55.12	14,695	.....
Wisconsin & Minnesota R. R. 1st mtge.....	Mellen.....	Including branches and ore dock and line at Ashland.....	50.00	600.00	.....
Penokee R. R. 1st mtge.....	Terminal facilities at St. Paul.....	Real estate in St. Paul.....	.....	.....	.....
Minn., St. C. & Wis. R. R. terminal mortgage notes.....	.....	.....	.....	.....	.....
Minn., St. C. & Wis. R. R. imp't, purchased Mo. mtge notes.....	.....	.....	.....	.....	.....
W. C. Co. & W. C. R. R. joint and several improvement bonds.....	.....	.....	.....	.....	.....

* Equipment leased from the Central Car Co. and covered by 21,591 shares of the capital stock of the Central Car Co.

EXPLANATORY REMARKS.

The first mortgage of the Wisconsin Central Co. executed to secure the payment of \$12,000,000 first mortgage bonds and \$9,000,000 income bonds, conveys to the trustees "all its lands acquired and to be acquired, all its buildings, railroads, bridges and other structures built and to be built, all its terminal facilities, yards, shops, rolling stock and motive power, all its bonds, stocks, debentures, scrip and securities of every nature held in its treasury or by Abbot & Hoyt, trustees, for its benefit, and all other real and personal property of every description, and all its income, tolls and franchises."

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EMPLOYES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Com- pensation.
Station agents.....	6	2,038	\$3,548.42	\$1.70
Other station men.....	15	5,461	7,796.03	1.43
Enginemen.....	8	2,783	8,655.40	3.11
Firemen.....	7	2,730	5,184.49	1.90
Conductors.....	5	1,576	5,134.00	3.26
Other trainmen.....	10	3,212	6,278.53	1.95
Section foremen.....	6	2,293	3,389.50	1.48
Other trackmen.....	28	8,885	10,524.85	1.18
Switchmen, flagmen and watchmen.....	5	1,486	3,869.84	2.60
Telegraph operators and dispatchers.....	3	1,225	2,204.60	1.80
All other employes and laborers.....	7	2,116	4,900.13	2.31
Total Minnesota.....	100	33,850	\$61,485.49	\$1.82
DISTRIBUTION OF ABOVE—				
Maintenance of way and structures.....	34	11,178	13,914.35	1.24
Conducting transportation.....	66	22,672	47,571.14	2.10
Total Minnesota.....	100	33,850	\$61,485.49	\$1.82

(Page 61, A.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	54,639			
Number of passengers carried one mile.....	1,434,343			
Number of passengers carried one mile per mile of road.....				
Average distance carried.....	26.25			
Total passenger revenue—page 35.....		\$30,964.74		
Average amount received from each passenger.....			.56	.671
Average receipts per passenger per mile.....			.02	.159
Total passenger earnings—page 35.....		42,142.77		
Passenger earnings per mile of road.....		986.26		
Passenger earnings per train mile.....				81.217
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	348,698			
Number of tons carried one mile.....	10,590,414			
Number of tons carried one mile per mile of road.....	247,845			
Average distance haul of one ton.....	30.37			
Total freight revenue—page 35.....		85,763.11		
Average amount received for each ton of freight.....			.24	.59
Average receipts per ton per mile.....			.00	.810
Total freight earnings—page 35.....		87,000.72		
Freight earnings per mile of road.....		2,036.06		
Freight earnings per train mile.....				1.16.156
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		116,727.85		
Passenger and freight revenue per mile of road.....		2,731.75		
Passenger and freight earnings—page 35.....		129,143.49		
Passenger and freight earnings per mile of road.....		3,022.32		
Gross earnings from operation—page 35.....		129,589.71		
Gross earnings from operation per mile of road...		3,033.23		
Gross earnings from operation per train mile.....				1.02.209
Operating expenses—page 45.....		194,263.37		
Operating expenses per mile of road.....		4,546.20		
Operating expenses per train mile.....				1.53.218
Income from operation—page 31.....	No income	from operation.		
Income from operation per mile of road.....				
TRAIN MILEAGE—				
Miles run by passenger trains.....	51,889			
Miles run by freight trains.....	74,900			
Total mileage trains earning revenue.....	126,789			
Miles run by switching trains.....	29,387			
Miles run by construction and other trains.....	1,161			
Grand total train mileage.....	157,337			
Mileage of loaded freight cars—north or east.....	484,280			
Mileage of loaded freight cars—south or west.....	470,614			
Mileage of empty freight cars—north or east.....	194,899			
Mileage of empty freight cars—south or west.....	185,090			
Average number of freight cars in train.....	17.80			
Average number of loaded cars in train.....	12.80			
Average number of empty cars in train.....	5.00			
Average number of tons of freight in train.....	141.39			
Average number of tons of freight in each loaded car.....	11.09			

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Rev'nue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	840,422	
Number of passengers carried one mile.....	40,304,114	
Number of passengers carried one mile per mile of road.....		
Average distance carried.....	47.96	
Total passenger revenue—page 35.....		\$896,063.45
Average amount received from each passenger.....		1.06.621
Average receipts per passenger per mile.....		.02.223
Total passenger earnings—page 35.....		1,156,089.36
Passenger earnings per mile of road.....		1,297.49
Passenger earnings per train mile.....		.72.403
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	2,882,275	
Number of tons carried one mile.....	358,503,630	
Number of tons carried one mile per mile of road.....	402,352	
Average distance haul of one ton.....	124.38	
Total freight revenue—page 35.....		3,195,615.86
Average amount received for each ton of freight.....		1.10.87
Average receipts per ton per mile.....		.00.691
Total freight earnings—page 35.....		3,223,396.77
Freight earnings per mile of road.....		3,617.65
Freight earnings per train mile.....		1.73.799
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		4,091,679.31
Passenger and freight revenue per mile of road.....		4,592.13
Passenger and freight earnings—page 35.....		4,379,486.13
Passenger and freight earnings per mile of road.....		4,915.14
Gross earnings from operation—page 35.....		4,395,174.07
Gross earnings from operation per mile of road.....		4,932.74
Gross earnings from operation per train mile.....		1.27.344
Operating expenses—page 45.....		3,008,317.38
Operating expenses per mile of road.....		3,376.26
Operating expenses per train mile.....		.87.162
Income from operation—page 31.....		1,386,856.69
Income from operation per mile of road.....		1,556.48
TRAIN MILEAGE—		
Miles run by passenger trains.....	1,582,092	
Miles run by freight trains.....	1,810,690	
Miles run by mixed trains.....	58,637	
Total mileage trains earning revenue.....	3,451,419	
Miles run by switching trains.....	705,333	
Miles run by construction and other trains.....	295,848	
Grand total train mileage.....	4,452,600	
Mileage of loaded freight cars—north or east.....	14,936,288	
Mileage of loaded freight cars—south or west.....	15,878,815	
Mileage of empty freight cars—north or east.....	7,753,392	
Mileage of empty freight cars—south or west.....	6,162,793	
Average number of freight cars in train.....	24.10	
Average number of loaded cars in train.....	16.60	
Average number of empty cars in train.....	7.50	
Average number of tons of freight in train.....	193.30	
Average number of tons of freight in each loaded car.....	11.63	

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Received from Connecting Roads and Other Carriers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Grain.....	8,212	7,642	15,854	04.55
Flour.....	65,550	7,356	72,906	20.91
Other mill products.....	15,634	2,356	17,990	05.16
Hay.....	246	163	409	.12
Tobacco.....	.....	2,165	2,165	.62
Other fruit and vegetables.....	1,408	8,382	9,790	02.81
Potatoes.....	.....	294	294	.08
Live stock.....	265	9,648	9,913	02.54
Dressed meats.....	24	693	717	.21
Other packing house products.....	2,585	641	3,226	.92
Poultry, game and fish.....	28	794	822	.24
Wool.....	50	164	214	.06
Hides and leather.....	674	1,146	1,820	.52
Anthracite coal.....	26	2,259	2,285	.66
Bituminous coal.....	145	3,878	4,023	01.15
Coke.....	.....	2,781	2,781	.80
Stone, sand and other like articles.....	228	767	995	.29
Salt.....	.....	212	212	.06
Lumber, lath and shingles.....	1,035	49,597	50,632	14.52
Charcoal.....	.....	96	96	.03
Other forest products.....	1,394	37,318	38,712	11.10
Petroleum and other oils.....	.....	10,551	10,551	03.02
Sugar.....	.....	689	689	.19
Iron, pig and bloom.....	45	3,898	3,943	01.13
Iron and steel rails.....	157	685	842	.24
Other castings and machinery.....	317	9,093	9,410	02.70
Bar and sheet metal.....	.....	2,293	2,293	.66
Cement, brick and lime.....	23	3,918	3,941	01.13
Agricultural implements.....	427	3,015	3,442	.99
Wagons, carriages, tools, etc.....	93	2,587	2,680	.77
Wines, liquors and beers.....	.....	6,941	6,941	01.99
Household goods and furniture.....	1,566	2,405	3,971	01.14
Tile.....	.....	36	36	.01
Merchandise.....	4,747	15,354	20,101	05.76
Miscellaneous—Other commodities not mentioned above.....	7,017	36,985	44,002	12.62
Total tonnage—entire line.....	111,896	236,802	348,698	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives Owned and Leased—						
Passenger.....	33	33	33	Westinghouse.....		
Freight.....	62	62	62	Westinghouse.....		
Switching.....	16	16	16	Westinghouse.....		
Total locomotives in service.....	111	111				
Less locomotives leased.....	88	88				
Total locomotives owned.....	23	23				
Cars Owned and Leased, in Passenger Service—						
First class cars.....	30	30	30	Westinghouse.....	30	Miller.
Second class cars.....	8	8	8	Westinghouse.....	8	Miller.
Combination cars.....	8	8	8	Westinghouse.....	8	Miller.
Dining cars.....	4	4	4	Westinghouse.....	4	Connell.
Parlor cars.....	5	5	5	Westinghouse.....	5	Miller.
Baggage, express and postal cars.....	24	24	24	Westinghouse.....	24	Miller.
Total.....	79	79			79	
In Freight Service—						
Box cars.....	2,886	751	751	Westinghouse.....	1 735 17 96 47 40 1	Gould. Janney. Chicago. Drexel. Janney. Chicago. Buckeye.
Flat cars.....	405	46	46	Westinghouse.....		
Stock cars.....	180					
Coal cars.....	227				13	Janney.
Tank cars.....	3					
Refrigerator cars.....	23					
Other cars in freight service, ore.....	1,769	1,769	1,769	Westinghouse.....	783 986	Janney. Chicago.
Total.....	5,493	2,566			2,719	
In Company's Service—						
Caboose cars.....	40	5	5	Westinghouse.....	5	Drexel.
Other road cars.....	1	2				
Total.....	1	42	5		5	
Total cars in service.....	5,614	2,650			2,803	
Less cars leased.....	3,924	1,215			1,362	
Total cars owned.....	1,690	1,435			1,441	

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	203.43	53.81			129.73	26.33	413.30	2.43	49.75	337.22
Miles of yard track and sidings.....	51.17				26.06		77.23	4.46	77.23	
Total mileage operated (all tracks).....	254.60	53.81			155.79	26.33	490.53	6.89	126.98	337.22

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Illinois.....										
Wisconsin.....	172.62	38.01			57.61	7.84	65.55	.57	8.99	48.72
Minnesota.....	23.95	1.63			72.12	1.34	284.09	.70	34.50	248.25
Michigan.....	6.86	14.07				17.15	42.73		1.63	23.95
Total mileage operated (single track).....	203.43	53.81			129.73	26.33	413.30	1.16	4.63	16.30
								2.43	49.75	339.22

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Illinois.....			.10		.10	
Wisconsin.....	172.62	38.01	210.63	.37	28.33	182.30
Minnesota.....	23.95	1.63	25.58		1.63	23.95
Michigan.....	6.86	14.07	20.93	1.16	4.63	16.30
Total mileage owned (single track).....	203.43	53.81	257.24	1.53	34.69	222.55

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	23.95	1.63	.....	.....	.....	17.15	42.73	.....	1.63	41.10
Miles of yard track and sidings.....	6.04	.....	.....	.....	.....	.....	6.04	.07	6.04	.....
Total mileage operated (all tracks).....	29.99	1.63	.....	.....	.....	17.15	48.77	.07	7.67	41.10

B. Mileage of Line Operated, by States and Territories (Single Track).

Same as above.

C. Mileage of Line Owned, by States and Territories (Single Track).

Same as above.

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RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight Per Yard, Pounds.	Av'ge Price Per Ton at Distributing Point.	Kind.	Number.	Av. Price at Distributing Point.
Steel.....	1400 2240	70	\$23.05	1st class oak.....	8,065	\$0.45
				2d class oak.....	1,881	.32
				1st class hemlock.....	2,887	.17
				2d class hemlock.....	683	.09
				Cull hemlock.....	834	.07
				Switch ties (hemlock).....	158	.33
				Bridge (oak).....	119	.09
				Cattle guard ties.....	18	.26
Total steel	1400 2240	70	\$23.05	Total	14,642	\$0.34

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Average Pounds Consumed Per Mile.
Passenger.....	1,388.00	17	1,396.50	38,354	72.8
Freight.....	3,433.00	40	3,463.00	77,570	89.2
Switching.....	877.00	6	880.00	29,387	59.9
Construction.....	.75	.....	.75	60	25.0
Total.....	5,708.75	63	5,740.25	145,371	79.0
Average cost at distributing point.....	\$1.46	\$0.72	\$1.46

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ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

KIND OF ACCIDENT.	EMPLOYEES.							
	Trainmen.		Sw'chmen, Flagmen & W'chmen.		Other Employees.		Total.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling.....	1	1	2
Other train accidents.....	1	1
Other causes.....	1	1
Total.....	2	1	1	4

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EXPLANATORY REMARKS.

Employee, Other Train Accidents—Fell in caboose and hurt his neck.
 Employee, Other Causes—Struck by coal bucket.

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.

(Page 73.)

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		PROFILE.							
From.	To.	Miles.	Num- ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Length of Level Line, Miles.	Ascending Grades.			Descending Grades.		
							Num- ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num- ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.
Wisconsin state line.....	Trout Brook Junction.....	23.69	53	8.99	14.70	2.82	23	499	10.19	21	456	10.68
Mississippi street connection .....		.26										
Total		23.95	53	8.99	14.70	2.82	23	499	10.19	21	456	10.68

Cannot give characteristics of Mississippi street connection.

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—*Continued.*

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, ft.	Minimum Length, ft.	Maximum Length, ft.	ITEM.	Number.	Height of Low't above Surface of Rail, Ft. In.
BRIDGES—					Overhead Highway Crossings—		
Iron.....	1	146	146	146	Trestles.....	4	17 4
Total.....	1	146					
Trestles.....	15	986 $\frac{2}{3}$	31 $\frac{1}{2}$	125 $\frac{2}{3}$	Total	4	

Gauge of track, 4 feet 8 $\frac{1}{2}$ inches. 25.58 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		OPERATED BY ANOTHER COMPANY.	
		Miles of Line.	Miles of Wire.	Miles of Wire.	Name of Operating Company.
23.69	47.38	23.69	47.38	.....	{ Poles owned jointly with W. U. T. Co., wires owned and operated by each exclusively

B. Owned by Another Company, but Located on Property of Road Making this Report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
.....	74.20	Western Union Telegraph Co.....	Western Union Telegraph Co.

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CAR MILEAGE.

Paid or Allowed for Rolling Stock not the Property of Railroads nor Consigned
for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate Per Mile, Cts.	Amount.
Armour & Co.....	Box and refrigerator	6-10, 3-4 & 1	\$3,792.62
American Cereal Co.....	Box	6-10	11.41
Arms Palace Horse Car Co.....	Stock	6-10	20.03
American Refrigerator Transit Co.....	Refrigerator	3-4 & 1	113.52
Anglo-American Refrigerator Co.....	Rack and refrigerator	6-10, 3-4 & 1	315.87
Buffalo Chemical Works.....	Tank	3-4	6.96
Burton Stock Car Line.....	Stock	6-10	124.74
Brooks' Locomotive Works.....	Flat	6-10	5.15
Cottolene Refrigerator Line.....	Refrigerator	3-4	76.91
Craig Oil Co.....	Tank	3-4	48.81
California Fruit Transportation Co.....	Refrigerator	3-4	48.45
Commerce Dispatch Line.....	Box	6-10	98.31
Cudahy Refrigerator Line.....	Refrigerator	1	8.68
Canda Cattle Car Co.....	Stock	6-10	267.07
Consolidated Cattle Car Co.....	Stock	6-10	13.27
Continental Fruit Express.....	Refrigerator	3-4	56.44
Cornplanter Refining Co.....	Tank	3-4	13.95
Corle Oatmeal Co.....	Box	6-10	1.48
Chicago Refrigerator Car Line.....	Refrigerator	3-4	177.51
Empire Oil Works.....	Tank	3-4	6.98
Freedom Oil Works.....	Tank	3-4	7.56
Globe Refining Co.....	Tank	3-4	58.14
Gleiser Manufacturing Co.....	Flat	6-10	5.52
Healy Refrigerator Line.....	Refrigerator	3-4	29.74
Hicks' Stock Car Co.....	Stock	6-10	1.09
Hammond Refrigerator Line.....	Refrigerator	1 & 3-4	95.07
International Fruit Dealers' Dispatch.....	Refrigerator	3-4	73.94
Kingan & Co.....	Box	6-10	2.54
Keystone Palace Horse Car Co.....	Horse and stock	6-10	1.85
Kansas City Dressed Beef Line.....	Refrigerator	1	820.51
Knickerbocker Ice Co.....	Box	6-10	1.48
Laurel Hill Car & Coal Co.....	Box, stock and gondola	6-10	7.35
Lipton Refrigerator Line.....	Refrigerator	3-4	79.84
Minneapolis Stock Yards & Packing Co.....	Refrigerator	3-4	20.92
Menasha Woodenware Co.....	Box	6-10	651.56
Manhattan Oil Co.....	Tank	3-4	1.38
Morris & Co.....	Refrigerator	3-4	2.76
Moran Refrigerator Line.....	Refrigerator	3-4	42.67
Muir Tank Line.....	Tank	3-4	2.52
Mann Brothers.....	Box	6-10	.89
Mather Stock Car Co.....	Stock	6-10	41.09
National Rolling Stock Co.....	Box	6-10	.96
New York Dispatch Refrigerator Line.....	Refrigerator	3-4	81.85
New England Car Co.....	Stock	6-10	.31
Paragon Refining Co.....	Tank	3-4	89.63
Pullman Palace Car Co.....	Sleeping	2 & 3	194.71
Peerless Refining Co.....	Tank	3-4	6.96
Peavey Grain Line.....	Box	6-10	101.82
Provision Dealers' Dispatch.....	Refrigerator	1	7.92
Pillsbury Fast Flour Line.....	Box	6-10	181.42
Producers' Oil Co.....	Tank	3-4	6.96
Southwestern Millers' Dispatch.....	Box	6-10	6.30
St. Louis Refrigerator Car Co.....	Refrigerator	3-4 & 1	23.59
St. Charles Car Co.....	Box	6-10	19.11
Swift's Live Stock Express.....	Stock	6-10	3.74
Sun Oil Line.....	Tank	3-4	1.38
Southern Dispatch Lumber Line.....	Box	6-10	9.11
Street's Stable Car Line.....	Stock	6-10	2,056.18
Swift's Refrigerator Line.....	Refrigerator	1	393.76
Union Refrigerator Transit Co.....	Box and refrigerator	6-10, 3-4 & 1	4,747.52
Union Tank Line.....	Rack and tank	6-10 & 3-4	5,001.49
Venice Transit Co.....	Flat	6-10	5.57
Waverly Oil Co.....	Tank	3-4	7.56
Washington Refining Co.....	Tank	3-4	6.97
Wagner Palace Car Co.....	Sleeping	3	13.86
Total.....			\$20,124.26

Winona & Western Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? Winona & Western Railway Company.

2. Date of organization? Nov. 7, 1894.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, chapter 34, General Statutes of Minnesota and laws amendatory thereof.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
Verrazano Simpson	Winona, Minn.....	June 5, 1897
H. W. Lamberton.....	Winona, Minn.....	June 5, 1897
M. G. Norton.....	Winona, Minn.....	June 5, 1897
Wm. H. Laird.....	Winona, Minn.....	June 5, 1898
C. H. Lamberton.....	Winona, Minn.....	June 5, 1898
S. W. Hamilton.....	Winona, Minn.....	June 5, 1898
Royal D. Cone.....	Winona, Minn.....	June 5, 1899
Earl S. Youmans.....	Winona, Minn.....	June 5, 1899
Charles Horton.....	Winona, Minn.....	June 5, 1899

Total number of stockholders at date of last election? Ten.

Date of last meeting of stockholders for election of directors? June 3, 1896.

Give postoffice address of general office? Winona, Minn.

Give postoffice address of operating office? Winona, Minn.

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OFFICERS.

Title.	Name.	Location of Office.
President	H. W. Lamberton.....	Winona, Minn.
Vice president..	V. Simpson.....	Winona, Minn.
Secretary.....	Thomas Simpson.....	Winona, Minn.
Treasurer.....	M. G. Norton.....	Winona, Minn.
Ass't treasurer.....	H. S. Johnson.....	Winona, Minn.
General solicitor.....	Thomas Simpson..	Winona, Minn.
Attorney or general counsel..	Thomas Simpson.....	Winona, Minn.
General superintendent.....	} John J. Mahoney.....	Winona, Minn.
General freight agent		
General passenger agent.....		

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock:
 - a Main line.
 - b Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.		Miles of Line for Each Road Named.	Miles of Line for Each Class of Roads Named.
	From.	To.		
Winona & Western Railway Co.....	Winona, Minn.....	Iowa state line	89.7	89.7
Total.....	89.7	89.7

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PROPERTY OPERATED.

(For Roads Making Operating Reports.)

Winona & Western Railway Co.	Winona, Minn.....	Osage, Iowa.....	113.2	113.2
Total.....	113.2	113.2

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CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate.	Amount.
Capital stock, common.....	20,000	\$100.00	\$2,000,000	\$100,000	.....	.....
Total	20,000	.....	\$2,000,000	\$100,000	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for cash, common.....	1,000	\$100,000	100,000	\$100,000
Total.....	1,000	\$100,000	100,000	\$100,000

(Page 16.)

EXPLANATORY REMARKS.

The organization of the Winona & Western Railway Co., including the actual issue of capital stock and first mortgage bonds, was not completed until 1896, but the issue of such stock and bonds bears date of Jan. 1, 1895, the date when the plan of organization was determined.

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FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations, and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Per Ct.	When Payable.	Amount Accrued dur- ing Year.	Amount Paid during Year.
First mortgage bonds.....	Jan. 1, 1895	Jan. 1, 1945	\$1, 150, 000.00	\$1, 150, 000.00	\$1, 150, 000.00	\$1, 150, 000.00	5	semi-annual	{ \$57, 500.00 *28, 750.00	..........
Total.....	\$1, 150, 000.00	\$1, 150, 000.00	\$1, 500, 000.00	\$1, 150, 000.00	—

* Accrued from Jan. 1, 1895, to July 1, 1895. (See page 16.)
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EXPLANATORY REMARKS.

The first coupon is due and payable Jan. 1, 1897. (See page 16.)

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$1,150,000.00	\$1,500,000.00	\$57,500.00 *28,750.00	.....
Total.....	\$1,150,000.00	\$1,500,000.00	\$86,250.00	.....

*Accrued from Jan. 1, 1895, to July 1, 1895.

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Cash.....	\$2,844.02	Audited vouchers and accounts.....	\$5,959.83
Due from agents.....	4,008.96	Wages and salaries.....	7,217.04
Due from solvent companies and individuals.....	4,111.19	Net traffic balances due to other companies.....	6,677.96
Total Cash and current assets.....	\$10,964.17	Matured interest coupons unpaid (incl. coupons due July 1)	86,250.00
Balance current liabilities.....	95,140.66	Total current liabilities.....	\$106,104.83
Total.....	\$106,104.83	Total.....	\$106,104.83

Materials and supplies on hand, \$7,416.70. (See general balance sheet—page 49.)

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EXPLANATORY REMARKS.

Under "Matured Coupons Unpaid" is entered the amount of interest on bonds accrued to July 1, 1896, although not due and payable until Jan. 1, 1897, the maturity of the first coupon.

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RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$100,000.00	\$100,000.00	.....	113.2	\$883.39
Bonds—page 19 (grand total).....	1,150,000.00	1,150,000.00	.....	113.2	1,015.90
Equipment trust obligations—page 21.....	.....	.....	.....	.....	.....
Total.....	\$1,250,000.00	\$1,250,000.00	.....	.....	\$11,031.00

B. For Mileage Operated by Road Making this Report (Trackage Rights Excluded), the Operations of which are Included in the
Income Account—Page 31.

As above.

(Page 29.)

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to In- come Account as Permanent Improvements.	Total Cost to June 30, 1895.*	Total Cost to June 30, 1896.	Cost per Mile.
CONSTRUCTION—				
Right of way.....	\$617.80			
Fences.....	7.99			
Grading, bridge and culvert masonry..	26,102.55			
Bridges and trestles.....	3,444.11			
Rails.....	998.26			
Ties.....	3,370.47			
Other superstructure.....	1,050.27			
Buildings, furniture and fixtures.....	2,572.70			
Shop machinery and tools.....	191.07			
Engineering expenses.....	743.50			
Total construction.....			\$1,250,000.00	\$11,042.40
EQUIPMENT—				
Floating equipm't, 1 steam pile driver	\$640.10			
Total equipment.....	\$640.10			
Total cost—State of Minnesota.....	\$40,420.43			

* Organization not completed in 1895.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35	\$158,559.48	
Less operating expenses—page 45.....	129,663.90	
Income from operation.....		\$28,895.58
Total income..		\$28,895.58
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.	\$86,250.00	
Taxes.....	5,783.84	
Permanent improvements—page 29.....	40,420.43	
Total deductions from income.....		132,454.27
Deficit.....		\$103,558.69
Deficit from operations of year ending June 30, 1896.....		103,558.69
Surplus on June 30, 1895 (from general balance sheet, 1895 report).....		\$1,534.77
Deficit on June 30, 1896 (for entry on general balance sheet, page 49).....		\$102,023.92

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EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts.	Deductions, Account of Re- payments, Etc.	Actual Earnings.
PASSENGER—			
Passenger revenue	\$21,954.33		
Less repayments—			
Excess fares refunded.....		\$20.58	
Total deductions.....		\$20.58	
Total passenger revenue.....			\$21,933.75
Mail.....			6,780.95
Express.....			4,680.00
Total passenger earnings.....			\$33,394.70
FREIGHT—			
Freight revenue.....	\$93,159.12		
Less repayments—			
Other repayments.....		\$842.05	
Total freight revenue.....			\$92,317.07
Total freight earnings.....			\$92,317.07
Total passenger and freight earnings			\$125,711.77
OTHER EARNINGS FROM OPERATION—			
Telegraph companies.....	\$910.75		
Other sources—miscellaneous earnings.....	225.05		
Total other earnings.....			\$1,135.80
Total gross earnings from operation—Minnesota...			\$126,847.57
Total gross earnings from operation—entire line...			\$153,559.48

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OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$20,750.11
Renewals of ties.....	9,239.17
Repairs and renewals of bridges and culverts.....	8,997.66
Repairs and renewals of fences, road crossings, signs and cattle guards.....	105.26
Repairs and renewals of buildings and fixtures.....	1,680.66
Repairs and renewals of telegraph.....	724.35
Stationery and printing.....	13.50
Other expenses.....	271.62
Total.....	\$41,782.23

MAINTENANCE OF EQUIPMENT.

Superintendence.....	\$1,800.00
Repairs and renewals of locomotives.....	5,092.03
Repairs and renewals of passenger cars.....	801.67
Repairs and renewals of freight cars.....	4,497.27
Repairs and renewals of shop machinery and tools.....	482.79
Stationery and printing.....	125.00
Total.....	\$12,798.76

CONDUCTING TRANSPORTATION.

Superintendence.....	\$3,399.96
Engine and roundhouse men.....	11,690.52
Fuel for locomotives.....	18,117.74
Water supply for locomotives.....	799.75
Oil, tallow and waste for locomotives.....	554.53
Train service.....	7,958.99
Train supplies and expenses.....	1,844.16
Switchmen, flagmen and watchmen.....	920.00
Telegraph expenses.....	800.54
Station service.....	11,656.25
Station supplies.....	1,259.52
Car mileage—balance.....	220.14
Loss and damage.....	131.29
Injuries to persons.....	108.75
Clearing wrecks.....	13.06
Advertising.....	40.00
Stock yards and elevators.....	66.92
Rents for tracks, yards and terminals—page 47, B.....	5,177.87
Stationery and printing.....	601.10
Other expenses.....	51.40
Total.....	\$65,634.00

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OPERATING EXPENSES—*Continued.*

GENERAL EXPENSES.

	Amount.
Salaries of general officers.....	\$1,800.00
Salaries of clerks and attendants.....	1,880.00
General office expenses and supplies.....	784.26
Insurance.....	1,078.28
Law expenses.....	2,965.00
Stationery and printing (general offices).....	370.80
Other expenses.....	1,075.47
Total.....	\$9,448.81

RECAPITULATION OF EXPENSES.

Grand total.....	\$129,663.90
Percentage of expenses to earnings—entire line.....	.817

OPERATING EXPENSES—STATE OF MINNESOTA \$103,731.12.

Maintenance of way and structures.....	\$41,782.33
Maintenance of equipment.....	12,798.76
Conducting transportation.....	65,684.00
General expenses.....	9,448.81
Total.....	\$129,663.90
Percentage of expenses to earnings—Minnesota.....	.818

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Winona, Minn.....	Winona Bridge R'y Co.....	\$1,200.00	\$1,200.00
Terminals.....	Winona, Minn.....	C. B. & N. R. R. Co.....	3,977.87	3,977.87
Grand total.....				\$5,177.87

COMPARATIVE GENERAL BALANCE SHEET.

(Page 49.)

JUNE 30, 1895.*		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	ASSETS.		Increase.	Decrease.
.....	Cost of road—page 29.....		.....	.....
\$26,987.16	Cash and current assets—page 23.....		\$1,250,000.00	\$16,022.99
5,609.53	OTHER ASSETS—		.....	.....
.....	Materials and supplies.....		.....	.....
.....	Profit and loss—Page 31 (or 33).....		1,807.17	.....
.....	Grand total.....		\$1,251,807.17	\$16,022.99
\$32,596.69		\$1,370,404.79	.....

*Not organized in 1895.

COMPARATIVE GENERAL BALANCE SHEET.

(Page 51.)

JUNE 30, 1895.*		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.	LIABILITIES.		Increase.	Decrease.
.....	Capital stock—page 17.....		\$100,000.00	.....
.....	Funded debt—page 23.....		1,150,000.00	.....
\$17,992.44	Current liabilities—page 23.....		38,112.39	.....
1,414.04	Taxes not yet due.....		1,280.43	.....
11,655.44	Expense account.....		.....	.....
1,534.77	Profit and loss—page 31 (or 33).....	
.....	Grand total.....		\$1,339,342.87
\$32,596.69		\$1,370,404.79

*Not organized in 1895.

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IMPORTANT CHANGES DURING THE YEAR—STATE OF MINNESOTA.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All other important physical changes. 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All other important financial changes.

2. Decrease of 1.3 miles at Bear Creek, 21 miles from Winona—line straightened and grade reduced.

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CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. Contract with United States Express Company for transportation of express goods over entire line at the rate of \$50 per mile of road per annum.

2. Contract with United States postoffice department June 1, 1895, to carry the United States mail upon this road at the rate of \$71.82 per mile for 118.02 miles.

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SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of Mortgage Per Mile of Line.	What Equipment Mortgaged.
	From.	To	Miles.		
First mortgage bonds. across	Winona, Minn.	Osage, Iowa	118.2	\$1,015.90	All.

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EMPLOYEES AND SALARIES—STATE OF MINNESOTA.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Com- pensation.	Average Daily Compensa- tion.
General officers.....	4	1,120	\$4,159.96	\$3.71
Other officers.....	3	756	2,688.00	3.55
General office clerks.....	2	536	1,104.00	2.06
Station agents.....	16	4,992	8,438.40	1.69
Other station men.....	2	1,497	2,240.00	1.49
Enginemen.....	5	1,392	5,809.47	4.17
Firemen.....	6	1,392	3,477.85	2.50
Conductors.....	4	806	3,068.64	3.80
Other trainmen.....	8	1,246	2,787.74	2.24
Machinists.....	2	403	1,150.78	2.85
Carpenters.....	13	1,728	3,670.75	2.12
Other shopmen.....	9	2,131	3,528.57	1.65
Section foremen.....	15	4,742	8,304.00	1.75
Other trackmen.....	35	9,341	12,176.73	1.30
Switchmen, flagmen and watchmen.....	2	499	768.00	1.54
Telegraph operators and dispatchers.....	1	254	576.00	2.26
Employees—account floating equipment.....	7	604	1,021.44	1.69
All other employes and laborers.....	2	449	691.00	1.54
Total (including general officers)—Minnesota..	136	33,888	\$65,661.33	\$2.03
Less general officers.....	4	1,120	4,159.96	3.71
Total (excluding general officers)—Minnesota..	132	32,768	\$61,501.37	\$1.97
DISTRIBUTION OF ABOVE:				
General administration.....	6	1,656	\$5,263.96	\$3.18
Maintenance of way and structures.....	65	16,560	24,919.46	1.53
Maintenance of equipment.....	23	4,344	9,079.80	2.09
Conducting transportation.....	42	11,580	26,398.11	2.21
Total (including general officers)—Minnesota..	136	33,888	\$65,661.33	\$2.03
Less general officers.....	4	1,120	4,159.96	3.71
Total (excluding general officers)—Minnesota..	132	32,768	\$61,501.37	\$1.97
Total (including general officers)—entire line..	157	42,364	82,076.72	1.94

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PASSENGER AND FREIGHT, AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Pass'ngers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	37,860			
Number of passengers carried one mile.....	827,077			
Number of passengers carried one mile per mile of road.....	9,220			
Average distance carried, miles.....	21.85			
Total passenger revenue—page 35.....		\$21,983.	75	
Average amount received from each passenger.....			57.	932
Average receipts per passenger per mile.....			02.	651
Total passenger earnings—page 35.....		33,394.	70	
Passenger earnings per mile of road.....		368.	75.	786
Passenger earnings per train mile.....			58.	760
FREIGHT TRAFFIC—				
Number of tons carried of freight earning revenue—page 63.....	111,442			
Number of tons carried one mile.....	6,240,752			
Number of tons carried one mile per mile of road.....	6,957			
Average distance haul of one ton, miles.....	56			
Total freight revenue—page 35.....		92,317.	07	
Average amount received for each ton of freight.....			82.	833
Average receipts per ton per mile.....			01.	490
Total freight earnings—page 35.....		92,317.	07	
Freight earnings per mile of road.....		1,019.	40.	229
Freight earnings per train mile.....			1.	62.433
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		114,250.	82	
Passenger and freight revenue per mile of road.....		1,261.	60.	371
Passenger and freight earnings—page 35.....		125,711.	77	
Passenger and freight earnings per mile of road.....		1,338.	15.	636
Gross earnings from operation—page 35.....		126,847.	57	
Gross earnings from operation per mile of road.....		1,400.	70.	212
Gross earnings from operation per train mile.....			1.	06.248
Operating expenses—page 45.....		103,781.	12	
Operating expenses per mile of road.....		1,146.	32.	429
Operating expenses per train mile.....			86.	886
Income from operation—page 31.....		23,116.	45	
Income from operation per mile of road.....			255.	26.130
TRAIN MILEAGE—				
Miles run by passenger trains.....	56,833			
Miles run by freight trains.....	56,833			
Total mileage trains earning revenue.....	113,666			
Miles run by switching trains.....	5,720			
Grand total train mileage.....	119,386			
Average number of freight cars in train.....	11			
Average number of tons of freight in train.....	20			

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PASSENGER AND FREIGHT AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Pass'gers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.
		Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	47,326	.....
Number of passengers carried one mile.....	1,033,847	.....
Number of passengers carried one mile per mile of road.....	9,132.04	.....
Average distance carried, miles.....	21.85	.....
Total passenger revenue—page 35		\$27,417.20
Average amount received from each passenger.....		.57.932
Average receipts per passenger per mile.....		.02.651
Total passenger earnings—page 35.....		41,743.39
Passenger earnings per mile of road.....		368.75.786
Passenger earnings per train mile.....		.58.760
FREIGHT TRAFFIC—		
Number of tons carried of freight earning revenue—page 63.....	139,303	.....
Number of tons carried one mile.....	7,801,136	.....
Number of tons carried one mile per mile of road.....	6,891.46	.....
Average distance haul of one ton.....	56	.....
Total freight revenue—page 35.....		115,396.34
Average amount received for each ton of freight.....		.80.682
Average receipts per ton per mile.....		.01.440
Total freight earnings—page 35.....		115,396.34
Freight earnings per mile of road.....		1,019.40.229
Freight earnings per train mile.....		1.62.433
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		142,813.54
Passenger and freight revenue per mile of road.....		1,261.60.371
Passenger and freight earnings—page 35.....		157,139.73
Passenger and freight earnings per mile of road.....		1,388.15.636
Gross earnings from operation—page 35.....		158,559.48
Gross earnings from operation per mile of road.....		1,400.70.212
Gross earnings from operation per train mile.....		1.06.248
Operating expenses—page 45.....		129,663.90
Operating expenses per mile of road.....		1,146.32.429
Operating expenses per train mile.....		.86.886
Income from operation—page 31.....		28,895.58
Income from operation per mile of road.....		255.26.130
TRAIN MILEAGE—		
Miles run by passenger trains.....	71,042	.....
Miles run by freight trains.....	71,042	.....
Total mileage trains earning revenue.....	142,084	.....
Miles run by switching trains.....	7,150	.....
Grand total train mileage.....	149,234	.....
Average number of freight cars in train.....	11
Average number of tons of freight in train.....	20

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FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

(Company's Material Excluded.)

COMMODITY.	Freight Originating on this Road, Tons.	Freight Received from Con- necting Roads and Other Car- riers, Tons.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Grain	58,724	104	58,828	52.78
Flour.....	296	72	368	.33
Other mill products.....	16	.....	16	.02
Hay.....	406	.....	406	.36
Fruit and vegetables.....	677	344	1,021	.91
Live stock.....	4,241	162	4,403	3.95
Poultry, game and fish.....	25	.....	25	.02
Wool.....	4	.....	4	.....
Hides and leather.....	175	4	179	.16
Anthracite coal.....	.....	2,642	2,642	2.37
Bituminous coal.....	32	13,106	13,138	11.79
Stone, sand and other like articles.....	2,931	130	3,061	2.75
Lumber.....	11,628	5,435	17,063	15.31
Petroleum and other oils.....	152	556	708	.63
Sugar.....	390	69	459	.41
Other castings and machinery.....	70	323	393	.35
Cement, brick and lime.....	442	454	876	.78
Agricultural implements.....	84	535	619	.55
Wagons, carriages, tools, etc.....	376	74	450	.40
Wines, liquors and beers.....	259	81	340	.30
Household goods and furniture.....	186	121	307	.27
Merchandise.....	562	1,735	2,297	2.06
Miscellaneous—other commodities not mentioned above.....	2,814	1,025	3,839	3.44
Total tonnage—Minnesota.....	84,490	26,952	111,442
Total tonnage—entire line.....	105,613	33,690	139,303

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number Added during Year.	Total Number at End of Year.	Equipment Fitted with Train Brake.		Equipment Fitted with Automatic Coupler.	
			No.	Name.	No.	Name.
Locomotives, Owned and Leased—						
Passenger.....	2	2	2	New York.....		
Freight.....	4	4	4	Westinghouse.....		
Switching.....	1	1				
Total locomotives in service.....	7	7	6			
Total locomotives owned.....	7	7	6			
Cars, Owned and Leased—In Passenger Service—						
First class cars.....	4	4	4	Westinghouse.....	4	Miller.
Combination cars.....	2	2	2	Westinghouse.....	2	Miller.
Total.....	6	6	6		6	
In Freight Service—						
Box cars.....	200	102	102	New York.....	100	St. Louis.
Flat cars.....	84					
Coal cars.....	10					
Total.....	294	102	102	New York.....	100	St. Louis.
In Company's Service—						
Caboose cars.....	4					
Total.....	4					
Total cars in service.....	304	108	108	New York.....	6	Miller.
Total cars owned.....	304	108			106	

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MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track	113.20	.....	113.20	.....	113.20
Miles of yard track and sidings.....	13.06	.....	.....	.....	.....
Total mileage operated (all tracks).....	126.06	.....	113.20	.....	126.06

B. Mileage of Line Operated, by States and Territories (Single Track).

STATE OR TERRITORY—					
Minnesota	89.70	.....	89.70	.....	89.70
Iowa	23.50	.....	23.50	.....	23.50
Total mileage operated (single track).....	113.20	.....	113.20	.....	113.20

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Minnesota	89.70	.....	89.70	.....	89.70
Iowa	23.50	.....	23.50	.....	23.50
Total mileage owned (single track).....	113.20	.....	113.20	.....	113.20

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track... ..	98.70	.....	89.70	.....	89.70
Miles of yard track and sidings.....	10.44	.....	.....	.....	.....
Total mileage operated (all tracks).....	100.14	.....	89.70	.....	89.70

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OF MINNESOTA—					
Minnesota	89.70	.....	89.70	.....	89.70
Total mileage operated (single track).....	89.70	.....	89.70	.....	89.70

C. Mileage of Line Owned, by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK		Total Mileage Owned.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Minnesota	89.70	.....	89.70	.....	89.70
Total mileage owned (single track).....	89.70	.....	89.70	.....	89.70

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

KIND.	Number.	Average Price at Distrib- uting Point.
Tamarack.....	3,899	\$0.81½
Tamarack.....	2,974	.297
Tamarack.....	312	.66
Tamarack.....	8,386	.24
Tamarack.....	11,712	.26
Total.....	27,283	.27.09

LOCOMOTIVES.	Coal, Tons, Bituminous.	Wood, Cords, Soft.	Total Fuel Consumed, Tons.	Miles Run.	Av. Pounds Consumed Per Mile.
Passenger.....	1, 945.20	54.0	1, 972.20	71, 042	55.52
Freight.....	3, 710.37	56.0	3, 738.37	71, 042	105.24
Switching.....	530.88	25.5	543.63	7, 150	152.06
Total.....	6, 186.45	135.5	6, 254.20	149, 234	83.82
Average cost at distributing point.....	\$2.95	\$1.64

[illegible]

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CHARACTERISTICS OF ROAD—STATE OF MINNESOTA.—Continued.

Bridges, Trestles, Tunnels, Etc.

ITEM.	Number.	Aggregate Length, Ft.	Minimum Length, Ft.	Maximum Length, Ft.	ITEM.	Number.	Height of Low't above Surface of Rail, Feet. In.
BRIDGES—					Overhead Highway Crossings—		
Wooden.....	2	252	.....	.....	Trestles.....	13	12.00
Total.....	2	252	.....	.....	Total.....	13	12.00
Trestles.....	90	18,959	16	811	Overhead Railway Crossings—		
					Trestles.....	3	21.00
					Total.....	3	21.00

Gauge of track, 4 feet, 8½ inches. 89.7 miles.

TELEGRAPH.

Owned by Company Making this Report.

OPERATED BY THIS COMPANY—

Miles of line.....	89.7
Miles of wire	89.7

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CAR MILEAGE.

Paid or Allowed for Rolling Stock, not the Property of Railroads nor Consigned for Use by Lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Street's Stable Car Line.....	Stock	6-10	\$13.52
Canda Cattle Car Co.....	Stock	6-10	20.64
Craig Oil Co.....	Tank	3-4	.08
Hicks' Stock Car Co.....	Stock	6-10	1.63
Merchants Dispatch Transportation Co.....	Refrigerator.....	3-4	48.05
Titusville Oil Works.....	Tank	3-4	.65
Union Tank Line.....	Tank	3-4	9.71
Paragon Refining Co.....	Tank	3-4	1.06
Armour Refrigerator Co.....	Refrigerator	3-4	2.63
Union Refrigerator Transit Co.....	Refrigerator.....	3-4	7.66
Total.....	.....	.....	\$105.64

Winona Bridge Railway Company.

(Page 3.)

HISTORY.

1. Name of common carrier making this report? The Winona Bridge Railway Company.

2. Date of organization? July 10, 1890.

3. Under laws of what government, state or territory organized? If more than one, name all; give reference to each statute and all amendments thereof. Minnesota, chapter 34, General Statutes of Minnesota, and laws amendatory thereof.

7. What carrier operates the road of this company? The Winona Bridge Railway Company.

(Page 2.)

EXPLANATORY REMARKS.

The Winona Bridge Railway was constructed, completed, put in operation, and is now being operated by the Winona Bridge Railway Company, a railway corporation of the State of Minnesota.

It is a line of railway 1.03 miles in length, extending from the city of Winona in the State of Minnesota, in an easterly direction across the Mississippi river into the Town of Buffalo, in the State of Wisconsin. A part of its line is a steel railway drawbridge across the Mississippi river.

The work of constructing the Winona Bridge railway was commenced in the fall of 1890, and was completed in the fall of 1891, the line being put in operation at the time of its completion.

(Page 5.)

ORGANIZATION.

Names of Directors.	Postoffice Address.	Date of Expiration of Term.
S. W. Champion.....	Green Bay, Wis.....	June 2, 1897
Mark T. Cox.....	New York, N. Y.....	June 2, 1897
Geo. B. Harris.....	Chicago, Ill.....	June 2, 1897
E. A. Jordan.....	Hannibal, Mo.....	June 2, 1897
J. R. Hastings.....	St. Paul, Minn.....	June 2, 1897
H. W. Lamberton.....	Winona, Minn.....	June 2, 1897
M. G. Norton.....	Winona, Minn.....	June 2, 1897
J. C. Peasley.....	Chicago, Ill.....	June 2, 1897
V. Simpson.....	Winona, Minn.....	June 2, 1897

Total number of stockholders at date of last election? 13.

Date of last meeting of stockholders for election of directors? June 3, 1896, and adjourned meeting June 17, 1896.

Give postoffice address of general office? Winona, Minn.

Give postoffice address of operating office? Winona, Minn.

(Page 7.)

OFFICERS.

Title.	Name.	Location of Office.
President.....	M. G. Norton.....	Winona, Minn.
Vice president.....	Vacant.	
Secretary.....	H. W. Weiss.....	Chicago, Ill.
Treasurer.....	H. W. Lamberton.....	Winona, Minn.
Assistant secretary.....	} Thomas Simpson.....	Winona, Minn.
General solicitor.....		
Chief engineer.....	S. D. Purdy.....	La Crosse, Wis.
General superintendent.....	J. J. Mahoney.....	Winona, Minn.

(Page 9, A.) PROPERTY OPERATED—STATE OF MINNESOTA.

(For Roads Making Operating Reports.)

Name of Every Railroad the Operations of Which Are Included in the Income Account—Page 31.

In giving roads below, observe the following classification and order:

1. Railroad line represented by capital stock.
 - a. Main line.
 - b. Branches and spurs.
2. Proprietary companies whose entire capital stock is owned by this company.
3. Line operated under lease for specified sum.
4. Line operated under contract, or where the rent is contingent upon earnings or other considerations.
5. Line operated under trackage rights.

NAME.	TERMINALS.	Miles of Line for each Road Named.	Miles of Line for Each Class of Roads Named.
The Winona Bridge Railway Co.....	From a point on south line of block G and H in Riverside addition to Winona, in city of Winona, Winona county, State of Minnesota, and on north line of Third street in said city, at station 54+34.2 to the middle of the channel of the Mississippi river .....	.49	.....
Total.....	.....	.49	.....

(Page 9.)

PROPERTY OPERATED.

The Winona Bridge Railway Co	From a point on south line of block G and H in Riverside addition to Winona, in city of Winona, Winona county, State of Minnesota, and on north line of Third street in said city, at station 54+34.2 (across the Mississippi river), to the southeast corner of lot 2, in section 8, in township 18 north, of range 10, in the town of Buffalo, county of Buffalo, State of Wisconsin.....	1.03	.....
Total.....	.....	1.03	.....

(Page 17.)

CAPITAL STOCK.

DESCRIPTION.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	Dividends Declared during Year.	
					Rate, Per Cent.	Amount.
Capital stock, common.....	4,000	\$100.00	\$400,000	\$400,000	.....	.....
Total.....	4,000	\$100.00	\$400,000	\$400,000	.....	.....

MANNER OF PAYMENT FOR CAPITAL STOCK.

ISSUED FOR CONSTRUCTION, COMMON —

Total number of shares issued and outstanding.....	4,000
Total cash realized	\$400,000

REMARKS—All the shares of stock of this company were issued prior to 1892.

(Page 19.)

FUNDED DEBT.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate Per Ct.	When Payable.	Amount Accr'd dur- ing Year.	Amount Paid during Year.
First mtge bond with coupon.....	Sept. 1, 1899	Sept. 1, 1915	\$400,000.00	\$384,000.00	\$384,000.00	.....	5	{ March 1 { April 1.. }	\$19,200.00	\$19,200.00
Total.....	.....	.....	\$400,000.00	\$384,000.00	\$384,000.00	.....	.....	.....	\$19,200.00	\$19,200.00

(Page 21.)

FUNDED DEBT—Continued.

Equipment Trust Obligations.

This road has no equipment.

RECAPITULATION OF FUNDED DEBT.

(Page 23.)

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage bonds—page 19.....	\$384,000.00	\$384,000.00	\$19,200.00	\$19,200.00
Total.....	\$384,000.00	\$384,000.00	\$19,200.00	\$19,200.00

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1896.	
Balance current liabilities.....	\$6,532.20	Cash (overdraft at bank).....	\$6,532.20
Total.....	\$6,532.20	Total.....	\$6,532.20

(See general balance sheet—page 49.)

(Page 22.)

EXPLANATORY REMARKS.

No mortgage debt other than first mortgage bond.

(Page 25.)

RECAPITULATION.

A. For Mileage Owned by Road Making this Report.

ACCOUNT.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital stock—page 17.....	\$400,000.00	\$400,000.00	.....	1.03	\$388,349.51
Bonds—page 19 (grand total).....	384,000.00	384,000.00	.....	1.03	372,815.53
Total.....	\$784,000.00	\$784,000.00	.....	.....	\$761,165.04

(Page 29.)

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

ITEM.	Charged to Construction or Equipment.	Total Cost to June 30, 1895.	Total Cost to June 30, 1896.	Cost Per Mile.
CONSTRUCTION—				
Total construction.....		\$784,000.00	\$784,000.00	\$761,165.04
Grand total cost.....		\$784,000.00	\$784,000.00	\$784,000.00

(Page 28.)

EXPLANATORY REMARKS.

No construction or permanent improvement of the property of this road has been made during the past year. On above page, 29, is given only the amount of the total cost of construction of this line of railway, which includes the amount of stock issued, \$400,000, and bonds, \$384,000, aggregating the cost of the road in stock and bonds at \$784,000. Impossible to give the items of construction as called for on page 29.

(Page 31.)

INCOME ACCOUNT.

(For Roads Making Operating Reports.)

Gross earnings from operation—page 35.....	\$20,628.23	
Less operating expenses—page 45.....	7,352.06	
Income from operation.....		\$13,276.17
Total income.....		\$13,276.17
DEDUCTIONS FROM INCOME—		
Interest on funded debt accrued—page 23.....	\$19,200.00	
Taxes.....	383.30	
Total deductions from income.....		19,583.30
Deficit.....		\$6,307.13
Deficit from operations of year ending June 30, 1896.....	\$6,307.13	
Deficit on June 30, 1895 (from "general balance sheet," 1895 report).....	6,625.07	
		12,932.20
Deficit on June 30, 1896 (for entry on "general balance sheet," page 49)...		\$12,932.20

(Page 30.)

EXPLANATORY REMARKS.

The Green Bay, Winona & St. Paul Railway Company, The Chicago, Burlington & Northern Railway Company, The Winona & Western Railway Company, have severally accepted contracts with this company to pass all their traffic into and from Winona, over the line of its railway, including the bridge, and the income of this railway company is derived from the amount paid by these companies above named under their contracts for transporting their passengers and freight over its line.

(Page 35.)

EARNINGS FROM OPERATION—STATE OF MINNESOTA.

ITEM.	Total Receipts, Minnesota.	Deductions Account of Re- payments, etc.	Actual Earnings, Entire Line.
PASSENGER—			
Passenger revenue.....	\$2,406.53		
Total passenger revenue.....			\$5,058.63
FREIGHT—			
Freight revenue.....	\$7,406.89		
Total freight revenue.....			\$15,569.60
Total gross earnings from operation—Minnesota.....	\$9,813.42		
Total gross earnings from operation—entire line.....			\$20,628.23

Mileage 49-103 of entire line.

(Page 43.)

OPERATING EXPENSES.

MAINTENANCE OF WAY AND STRUCTURES.

	Amount.
Repairs of roadway.....	\$400.43
Renewals of ties.....	34.10
Repairs and renewals of bridges and culverts.....	844.81
Other expenses.....	4.40
Total.....	<u>\$1,283.74</u>

CONDUCTING TRANSPORTATION.

Superintendence.....	\$650.00
Engine and roundhouse men.....	1,200.00
Fuel for locomotives, stationary engine on bridge.....	190.43
Other supplies for locomotives, stationary engine on bridge.....	64.20
Switchmen, flagmen and watchmen.....	951.70
Telegraph expenses.....	1,920.00
Rents for tracks, yards and terminals—page 47, B.....	603.29
Stationery and printing.....	8.50
Total.....	<u>\$5,588.32</u>

(Page 42.)

EXPLANATORY REMARKS.

The Winona & Western Railway Company directs the operation of this railway and pays its operating expenses in the first instance, and from time to time makes its bills therefor, which are paid by this company. On account of this manner of payment this company is not able, in making this report, to itemize its operating expenses as fully as required upon pages 43 and 45.

(Page 45.)

OPERATING EXPENSES.—Continued.

GENERAL EXPENSES.

	Amount.
Salaries of general officers, chief engineer.....	\$4 00.00
Insurance.....	60.00
Total.....	<u>\$480.00</u>

RECAPITULATION OF EXPENSES.

Maintenance of way and structures.....	\$1,283.74
Conducting transportation.....	5,588.32
General expenses.....	480.00
Grand total.....	<u>\$7,352.06</u>
Percentage of expenses to earnings—entire line.....	35

OPERATING EXPENSES—STATE OF MINNESOTA.

Maintenance of way and structures.....	\$610.71
Conducting transportation.....	2,658.50
General expenses.....	228.35
Total.....	<u>\$3,497.56</u>
Percentage of expenses to earnings—Minnesota.....	35

(Page 44.)

EXPLANATORY REMARKS.

See "Explanatory Remarks," page 42.

(Page 47.)

RENTALS PAID.

Rents Paid for Lease of Tracks, Yards and Terminals.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Terminals— Station and depot building.....	In Wisconsin, at eastern terminus of road, junction of C. B. & N. R'y and Green Bay, W. & St. P. R'y.....	Chicago, Burlington & Northern R'y Co.....	\$603.29	.....
Total.....				<u>\$603.29</u>

(Page 49.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		ASSETS.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$784,000.00	Cost of road—page 29 .....	.....	\$784,000.00 .....	.....	.....	.....
480.54	Cash and current assets—page 23 .....	.....	.....	.....	.....	.....
6,625.07	Profit and loss—Page 31 (or 33) .....	.....	12,932.20 .....	.....	\$6,307.13	\$480.54
.....	Grand total .....	.....	.....	\$796,932.20	.....	.....
\$791,105.61						

(Page 51.) COMPARATIVE GENERAL BALANCE SHEET.

JUNE 30, 1895.		LIABILITIES.		JUNE 30, 1896.		YEAR ENDING JUNE 30, 1896.	
Item.	Total.			Item.	Total.	Increase.	Decrease.
\$400,000.00	Capital stock—page 17 .....	.....	\$400,000.00 .....	.....	.....	.....
384,000.00	Funded debt—page 23 .....	.....	384,000.00 .....	.....	.....	.....
705.61	Current liabilities—page 23 .....	.....	6,532.20 .....	.....	\$5,826.59	.....
6,400.00	Accrued interest on funded debt not yet payable.....	.....	6,400.00 .....	.....	.....	.....
.....	Grand total.....	.....	.....	\$796,932.20	.....	.....
\$791,105.61						

(Page 55.)

CONTRACTS, AGREEMENTS, ETC., AFFECTING BUSINESS WITHIN STATE OF MINNESOTA.

Here give a concise statement of all existing contracts, agreements, arrangements, etc., with other companies or persons, concerning the transportation of freight or passengers. Give the statement in the following order, viz.: 1. Express companies. 2. Mails. 3. Sleeping, parlor or dining car companies. 4. Freight or transportation companies or lines. 5. Other railroad companies. 6. Steamboat or steamship companies. 7. Telegraph companies. 8. Telephone companies. 9. Other contracts.

1. No agreement with express companies.
2. No agreement for carrying mails.
3. No agreement with sleeping, parlor or dining car companies.
4. No agreement with freight or transportation companies or lines.
5. An agreement with each of the following railroad companies: The Green Bay, Winona & St. Paul R'y Co.; the Chicago, Burlington & Northern R'y Co.; the Winona & Western R'y Co., whereby each of these companies agrees to pay to this company for transportation over its line (this affects the entire line) \$4 per carload for freight above fourth class, \$2.50 per carload for freight of fourth class or under, 4 cents per hundred pounds for freight in lots less than a carload, not, however to exceed carload rates; 25 cents per passenger. No charge to be made for empty cars, engines, passenger cars or cabooses.
6. No agreement with steamboat or steamship companies.
7. No agreement with telegraph companies.
8. No other contracts.

(Page 57.)

SECURITY FOR FUNDED DEBT—PAGE 23.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
First mortgage bond, with coupon.....	From a point on south side of Block G. and H. in Riverside addition to Winona, in city of Winona, Winona county, State of Minnesota, and on north line of Third street (across the Mississippi river) to the southeast corner of lot 2, in section 8, township 18 north, of range 10, in the town and county of Buffalo, State of Wisconsin.....	1.03	\$372, 815.50	None.

(Page 59.)

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General officers (chief engineer).....	1	365	\$420.00	\$1.15
Other officers (superintendent).....	1	365	650.00	1.78
Enginemen.....	2	730	1,270.00	1.64
Section foremen.....	1	365	400.43	1.10
Switchmen, flagmen and watchmen.....	2	730	951.90	1.30
Telegraph operators and dispatchers.....	4	1,460	1,920.00	1.32
Total (including general officers) Minnesota	11	4,015	\$5,542.33	\$1.38
Less general officers.....	1	365	420.00	1.15
Total (excluding general officers) Minnesota	10	3,650	\$5,122.33	\$1.40
DISTRIBUTION OF ABOVE—				
General administration.....	1	365	\$420.00	\$1.15
Maintenance of way and structures.....	1	365	400.43	1.097
Conducting transportation.....	9	3,285	4,721.90	1.437
Total (including general officers) Minnesota	11	4,015	\$5,542.33	\$1.38
Less general officers.....	1	365	420.00	1.15
Total (excluding general officers) Minnesota	10	3,650	\$5,122.33	\$1.40
Total (including general officers) entire line	11	4,015	\$5,542.33	\$1.38

(Page 58.)

EXPLANATORY REMARKS.

The answers to questions on page 59 are for the entire length of line. The salaries and wages of officers and employes cannot be divided according to states.

(Page 61, A.)

PASSENGER AND FREIGHT AND TRAIN MILEAGE—STATE OF MINNESOTA.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates. Dols. Cts. Mills.
PASSENGER TRAFFIC—		
Number of passengers carried earning revenue.....	20,234	.....
Total passenger revenue—page 35.....		\$2,406.53
Average amount received from each passenger.....		.12
Average receipts per passenger per mile.....		.11
Total passenger earnings—page 35.....		2,406.53
Passenger earnings per mile of road.....		2,336.43
FREIGHT TRAFFIC—		
Total freight revenue—page 35.....		7,406.89
Total freight earnings—page 35.....		7,406.89
Freight earnings per mile of road.....		7,191.16
PASSENGER AND FREIGHT—		
Passenger and freight revenue—page 35.....		9,813.42
Passenger and freight revenue per mile of road.....		9,527.59
Passenger and freight earnings—page 35.....		9,813.42
Passenger and freight earnings per mile of road.....		9,813.42
Gross earnings from operation—page 35.....		9,813.42
Gross earnings from operation per mile of road.....		9,527.59
Operating expenses—page 45.....		3,497.56
Operating expenses per mile of road.....		3,395.68
Income from operation—page 31.....	Not given for	Minnesota

(Page 60.)

EXPLANATORY REMARKS.

From the manner in which the road is operated and the way the expenses of operation are paid (see "explanatory remarks" page 42) it is impossible to give with greater detail the data called for on page 61.

(Page 61.)

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

ITEM.	Column for Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	Column for Revenue and Rates.		
		Dols.	Cts.	Mills.
PASSENGER TRAFFIC—				
Number of passengers carried earning revenue.....	20, 234	...		
Total passenger revenue—page 35.		\$5, 058.	63	
Average amount received from each passenger.....			25	
Average receipts per passenger per mile			24	
Total passenger earnings—page 35.....		5, 058.	63	
Passenger earnings per mile of road		4, 911.	29	
FREIGHT TRAFFIC—				
Total freight revenue—page 35.....		15, 569.	60	
Total freight earnings—page 35		15, 569.	60	
Freight earnings per mile of road.....		15, 116.	11	
PASSENGER AND FREIGHT—				
Passenger and freight revenue—page 35.....		20, 628.	23	
Passenger and freight revenue per mile of road.....		20, 027.	40	
Passenger and freight earnings—page 35.....		20, 628.	23	
Passenger and freight earnings per mile of road.....		20, 027.	40	
Gross earnings from operation—page 35.....		20, 628.	23	
Gross earnings from operation per mile of road.....		20, 027.	40	
Operating expenses—page 45.....		7, 352.	06	
Operating expenses per mile of road.....		7, 137.	92	
Income from operation—page 31.....		13, 276.	17	
Income from operation per mile of road.....		12, 889.	48	

(Page 63.)

FREIGHT TRAFFIC MOVEMENT—STATE OF MINNESOTA.

Cannot be given.

(Page 62.)

EXPLANATORY REMARKS.

It is impossible to give answers to the inquiries on page 63.

(Page 65.)

DESCRIPTION OF EQUIPMENT.

This road has no equipment.

(Page 67.)

MILEAGE.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Con- tract, etc.	Line Operated under Trk- age Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	1.03	.....	.....	.....	.....	.....	1.03	.....	.....	1.03
Total mileage operated (all tracks).....	1.03	.....	.....	.....	.....	.....	1.03	.....	.....	1.03

B. Mileage of Line Operated by States and Territories (Single Track).

STATE OR TERRITORY—										
Minnesota.....	.49	.....	.....	.....	.....	.....	.49	.....	.....	.49
Wisconsin.....	.54	.....	.....	.....	.....	.....	.54	.....	.....	.54
Total mileage operated (single track).....	1.03	.....	.....	.....	.....	.....	1.03	.....	.....	1.03

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OR TERRITORY.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	.49	.....	.49	.....	.....	.49
Wisconsin.....	.54	.....	.54	.....	.....	.54
Total mileage owned (single track).....	1.03	.....	1.03	.....	.....	1.03

See "Explanatory Remarks" page 2.

(Page 67, B.)

MILEAGE—STATE OF MINNESOTA.

A. Mileage of Road Operated (All Tracks).

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract, Etc.	Line Operated Under Trackage Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.							Iron.	Steel.
Miles of single track.....	49	.....	.....	.....	.....	.....	49	.....	.....	49
Total mileage operated (all tracks).....	49	.....	.....	.....	.....	.....	49	.....	.....	49

B. Mileage of Line Operated, by States and Territories (Single Track).

No line operated that is not owned.

C. Mileage of Line Owned by States and Territories (Single Track).

STATE OF MINNESOTA.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Minnesota.....	49	.....	49	.....	.....	49
Total mileage owned (single track).....	49	.....	49	.....	.....	49

(Page 69.)

RENEWALS OF RAILS AND TIES—STATE OF MINNESOTA.

New Ties Laid During Year.

KIND.	Number.	Average Price at Distribut- ing Point.
Oak.....	80	\$0.42 ⁵ / ₈
Total.....	80	\$34.10

(Page 71.)

ACCIDENTS TO PERSONS—STATE OF MINNESOTA.

(Page 70.)

EXPLANATORY REMARKS.

No accidents of any description.

(Page 78.)

WORKING DIVISIONS OR BRANCHES.	Miles.	ALIGNMENT.		PROFILE.							
		Num-ber of Curves.	Aggregate Length of Curved Line, Miles.	Length of Straight Line, Miles.	Ascending Grades.		Descending Grades.				
					Num-ber.	Sum of Ascents, Feet.	Aggregate Length of Ascending Grades, Miles.	Num-ber.	Sum of Descents, Feet.	Aggregate Length of Descending Grades, Miles.	
From a point on south line of block G & H in Riverside addition to Winona, Winona county, State of Minnesota, and on line of Third street in said city, at station 54+34.2 (across the Mississippi river), to the southeast corner of lot 2, in township 18 north, of range 10, in the town and county of Buffalo, State of Wisconsin...	1.03	2	.318	.712							
Total	1.03	2	.318	.712	.248	5	14.65	.378	3	11.7	.404

CHARACTERISTICS OF ROAD—STATE OF MINNESOTA—Continued.

One bridge—Aggregate length, 2, 706.08 feet. Gauge of track, 4 feet, 8½ inches. 1.03 miles.

TELEGRAPH.

A. Owned by Company Making this Report.

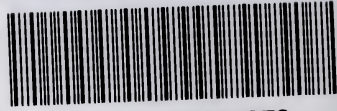
OPERATED BY THIS COMPANY—Miles of line, 2.28. Miles of wire, 2.28.

(Page 74.)

EXPLANATORY REMARKS.

The bridge described on page 75 is a draw-bridge across the Mississippi river, and the length given includes trestle and pile approaches on each side of the river. The telegraph line owned by this company extends along the whole length of the line of railway, 1,03 miles, from the westerly terminus of the line to the east side of Lafayette street in the city of Winona, to the general office of the company.

UNIVERSITY OF ILLINOIS-URBANA



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